THE GARAGE AND MOTOR AGENT

August 12, 1950

Terse Talk: MOTOR TRANSPORTATION'S VOICE

The Garage & Motor Agent

Vol. 73 (19)—No. 1917
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C 89 R	A 102/10 R	E 116 R	D 143 R
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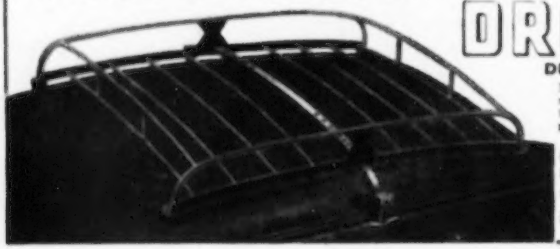

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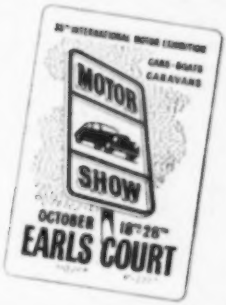

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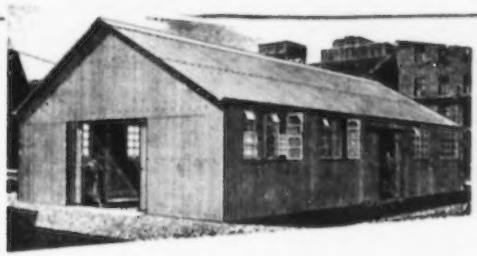

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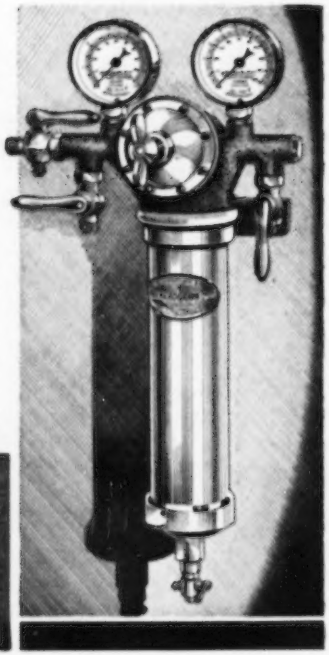

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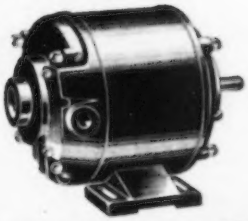
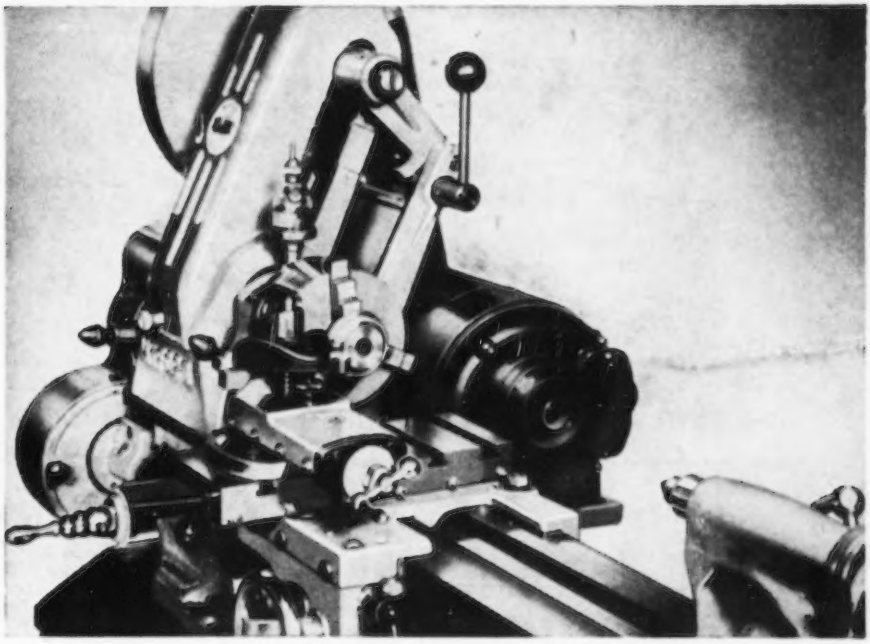


A good turn for a good lathe



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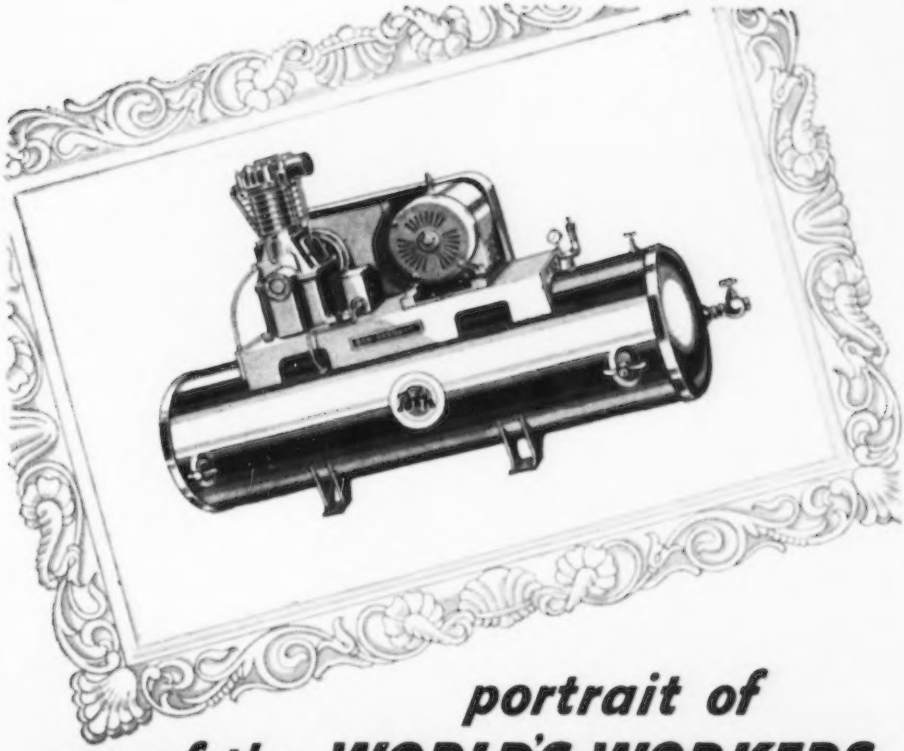

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The Garage & Motor Agent

Vol. 73 (19)—No. 1917

August 12th, 1950

THE INDEPENDENT AND PRACTICAL TRADE PAPER

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TERSE TALKS ON TRADE TOPICS: 1628th

Motor Transportation's Voice

MEMBERS of the motor industry who agree with us that there is an urgent need for a publicity organisation representative of every phase of motor transport, have asked how such an organisation might be started.

Naturally, we prefer that the motor industry rather than users should have the distinction of making the initial move. This should be the formation of a committee, either within a motor trade association or independently, by a few of those men who, like us, are convinced that the prosperity of any country these days is directly linked with the extent to which it utilises motor transportation.

This motor industry committee should then approach all other organisations interested in motor transportation as manufacturers, wholesalers, suppliers, retailers and commercial and private users, with the view to forming a body under a title such as the "Bureau of Motor Transportation."

The Bureau would be under the direction of a really first-class publicity man with offices, staff and spending power, all of which would be provided by the comparatively small subscriptions necessary from each of the thirty or so bodies who should support the Bureau.

His tasks would be, briefly:—

1. **Educating the public (and therefore the Government) into a state of "motor consciousness" similar to that in the U.S.A.**
2. **Preparing specific cases for presentation to the Government on behalf of member organisations.**
3. **Keeping a close watch on anti-motoring propaganda and misleading or untrue statements in the Press or in Parliament, and replying to them publicly.**
4. **Feeding pro-motoring M.P.s with information.**

The publicist would be advised generally by a Council comprised of representatives of the subscribing bodies. But he would have power to take spot-on action when necessary.

At present, motor transportation speaks with a number of small, and sometimes conflicting voices. It is imperative, for the future of itself and of the nation which it serves, that an authoritative voice should speak for motor transportation as a whole.

Editor

WHAT DO *YOU* THINK ABOUT IT?

From a Service Manager's Notebook

Points to Watch on

A thorough inspection should failure—a trained eye can

Simple affair

OVERHAUL of the conventional friction type clutch is a relatively simple affair with the modern automobile. This is due, chiefly, to the development of the efficient clutch assembly by specialist component manufacturers, and, except in the case of the higher-priced vehicles, most popular cars are fitted with these proprietary fitments.

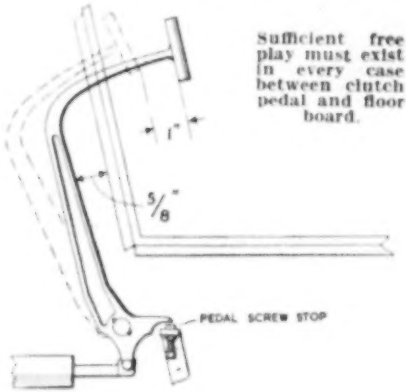
Precise instructions for fitting clutch assemblies are usually contained in the vehicle manufacturers service manuals, and as the pressure plate units are (or should be) correctly adjusted before leaving the works, little skill is needed to make replacements. The important point is that, after dismantling, a thorough inspection must be made of certain parts in order to locate the definite cause of a clutch failure.

A trained eye can soon spot the source of trouble, when the gearbox has been removed and the clutch unit exposed. The familiar sight of a worn-out carbon withdrawal bearing is not indicative of clutch failure, but the fact that the carbon pad has been in continuous contact with the pressure pad, perhaps for some long period, would show that considerable heat has been generated in the direction of the engine, and also in the direction out from the engine.

Centre-plate slip

This latter heat is, of course, excessive, because if the carbon has maintained pressure against the pad it is practically certain that slippage of the centre plate has been occurring. When the car is being driven in normal city conditions the temperature in the clutch centre is about 400 degrees Fahr., but when the vicious circle of slippage commences the temperature rise can be as high as 900 degrees Fahr.

Now, the average flywheel weighs about four times as much as the pressure plate with the consequently larger volume, and as cast iron, of which flywheels and pressure plates



Sufficient free play must exist in every case between clutch pedal and floor board.

are usually made, dissipates heat in proportion to its weight and size, we see that the pressure plate cannot handle this heat nor dissipate it as well as the flywheel can.

It is evident that heat cracks and scores will quite plainly be seen on the surface of the pressure plate, but also the pressure springs will certainly be robbed of their important temper, and will, in consequence, exert less pressure on the plate, which in turn will allow a greater degree of slippage to occur, leading in turn to the complete failure of the clutch assembly. Check, therefore, when replacing a carbon

By Laurence E. Field, F.R.S.A., A.M.I.R.T.E.

Clutch Overhauls

be made to locate cause of soon spot the trouble

withdrawal bearing, to see that the proper clearance is maintained, and that free play exists between pedal and floorboard.

While on the subject of withdrawal bearings, the carbon ring type is certainly inferior to the pre-loaded ball bearing thrust type. This latter type often lasts out two reconditioned engines, but the carbon rings average about 10,000 miles, and some I recall have been replaced within 3,000 miles of city driving.

Spring tension

Proper spring tension is necessary to keep the pedal as high above the floor as possible; so always replace a doubtful pull-off spring. See, also, that the shaft that carries the carbon holder fork is quite free in its bushes. Should there be any signs of seizure a stiff pedal will result, and the pull-off spring may not be strong enough to do its job.

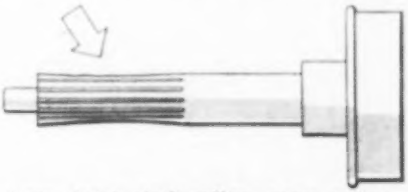
Watch out for worn or torn carpets that can and do interfere with the clutch pedal, or bits of home-made "draught excluders," and if the connection between pedal and shaft is by a cable, see that it does not foul any brake rods, etc., and that it is free from broken strands.

I do not know of any piece of equipment that will effectively measure the exerted spring pressure of a pressure plate assembly, but there are several very fine jigs available for checking the release lever heights and assuring that the correct clearance is maintained between the face of the pressure plate and the centre plate. The Pickavant and M.E. are good examples of this class of tool, and no workshop should be without one or the other.

If it is decided to replace the clutch unit when the whole assembly is stripped down it is but a few minutes' work to check the flywheel for "run-out." Mount a dial gauge on some convenient place and carefully check: (1) Flange where cover bolts on (max. permissible variation 0.006in.); (2) Flywheel clutching surface (m.p.v. 0.006in.); (3) Flywheel housing face (m.p.v. 0.005in.); (4) Clutch housing pilot bore (m.p.v. 0.005in.); (5) Spigot bearing or bush recess (m.p.v. 0.006in.).

There will be several diverse causes of excessive "run-out" at any of these points, and they must be located and rectified before the fitting of replacement clutch parts, otherwise premature failure of these parts will quickly result. Be sure that the bolts securing the flywheel to the crankshaft flange are tight, and that there are no burrs or dirt particles to prevent proper mating of these surfaces.

Condition of the clutch housing will indicate if oil is being forced through the rear main bearing seal; if this is



Worn clutch shaft splines cause centre plate wobble with rapid lining wear.

excessive the newly-lined centre plate will soon become glazed and begin to slip. "Lift" on the end of the crankshaft flange or the flywheel itself will reveal the amount of wear on the rear main; this is one cause of clutch "run-

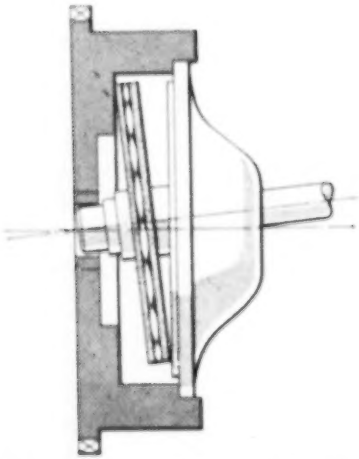
out" and contributes to several other chronic clutch complaints.

The new spigot bush or bearing must be a tight fit in its recess in the crankshaft flange, and if necessary the outer periphery may be tinned so as to make a good push fit. The "Oilite" type of bush cannot be so tinned as the impregnation keeps soaking through, but, if necessary, a special phosphor-bronze bush with oversize outside diameter should serve just as well.

Easy with grease

A smear of H.M.P. grease should be applied to bush and bearing, but only a smear; many a clutch job has been ruined by a too liberal application of grease to the spigot, so that the surplus, when temperatures begin to rise, contaminates the lining, with grab and chatter as the result.

The clutch shaft, extending from the gearbox, is in effect an extension of the engine's crankshaft, and we may locate the cause of clutch trouble in this component. Worn splines can cause plate wobble, under certain conditions, leading to uneven lining wear, chatter and grab. Rusty splines will prevent the clutch plate from freeing off when the pedal is depressed, resulting in clutch-drag and gear-crashing.



A badly-worn spigot bush (or bearing) allows exaggerated tilt of centre plate, and is the chief cause of clutch drag.

When rebuilding the clutch assembly be sure to clean rust from the splined shaft and centre plate hub, and check the sliding fit of the plate on the shaft, finishing off with a smear of H.M.P. grease.

The front gearbox bearing is important in relation to the alignment of the centre plate, spigot bush or bearing and the clutch shaft. Should there be excessive wear in this bearing, and it is not replaced while the gearbox is removed for the clutch repair job, trouble may result with the clutch after a short while, perhaps leading to a "no-charge" replacement.

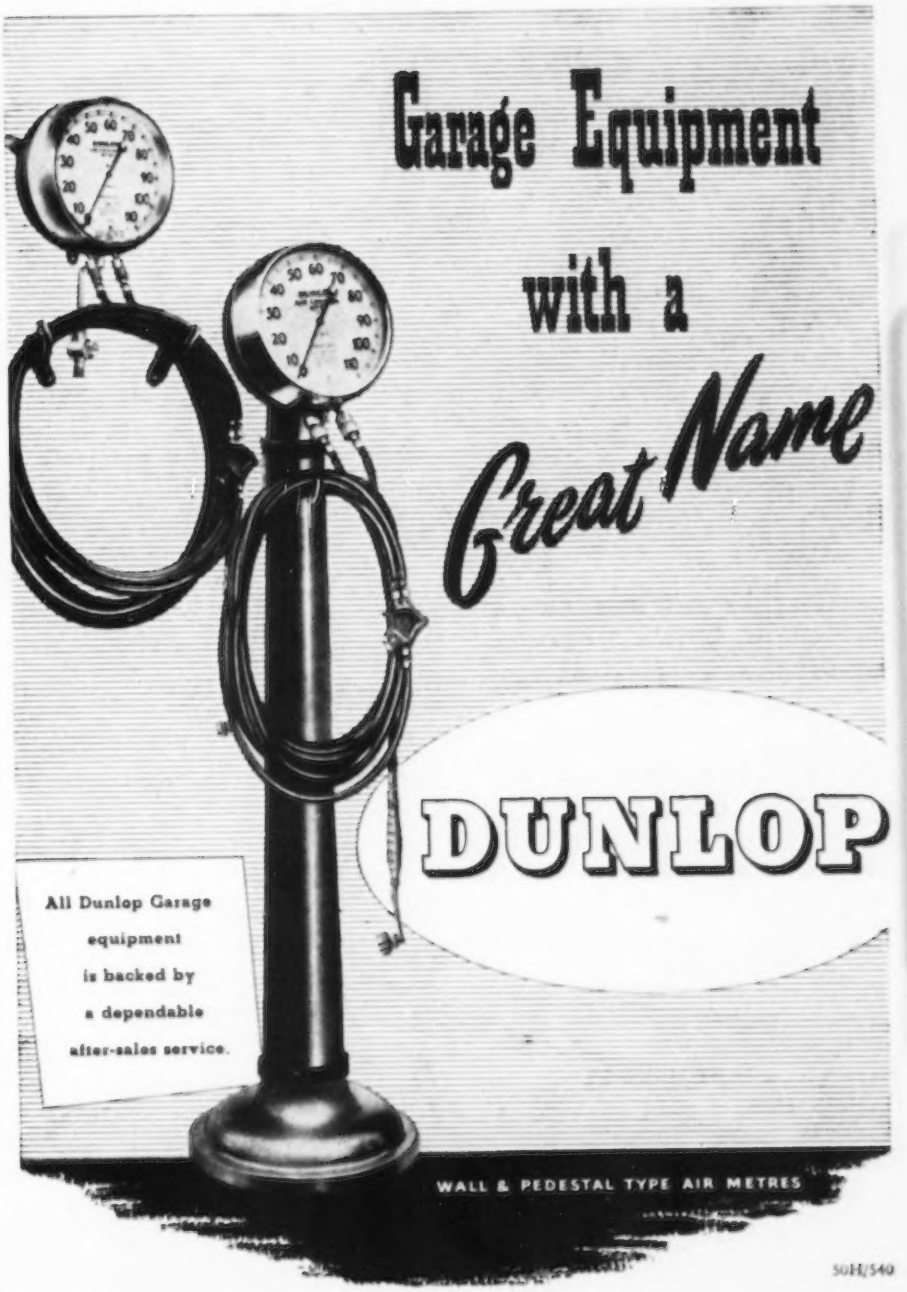
Skimming the flywheel

The necessary reconditioning of the flywheel's pressure surface is, of course, quite familiar to you all. If it has to be skimmed it is not a difficult operation to set it up in the lathe. Only take a light cut over the surface at each traverse, remembering that if too much stock is removed the weight will be correspondingly reduced. On types with raised or sunken surfaces, corresponding cuts must be taken from the cover plate flange, otherwise the

Your "G. & M. A." may be delayed.

THE prohibition of overtime working imposed by the London Society of Compositors on its members in connection with a difference of opinion with the London Master Printers' Association may affect the punctual publication of this journal, in common with others produced by members of the L.M.P.A.

Every effort is being made to avoid delay in publication, but readers are asked to exercise sympathy and patience on our behalf should their "Garage and Motor Agent" be late in arriving while the ban on overtime exists.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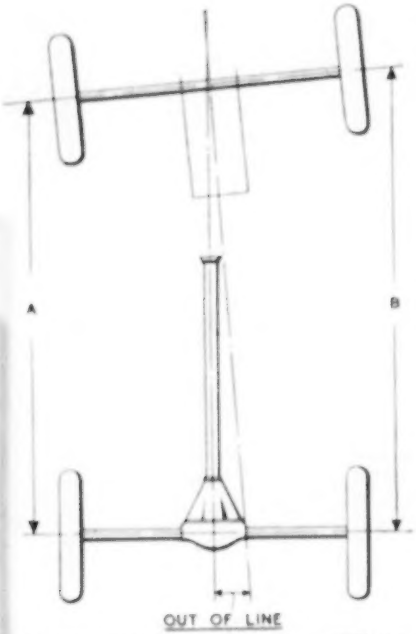

A few minutes' check of wheelbase dimensions "A" and "B" will often reveal a warped or bent chassis frame, one of the prime causes of misalignment and clutch judder.

withdrawal action and exerted pressure may be seriously affected.

Watch also that the flywheel bolts do not project too far and interfere with the centre plate hub. If the flywheel has drive pins make sure that their flat sides are perpendicular to the flywheel face, otherwise they will bind in the pressure plate slots, and prevent proper clutch engagement or release. Always replace worn or bent pins.

Evidence of misalignment (one of the chief causes of chronic clutch trouble), can be seen before the clutch is stripped out, if note is made of the tightness of the bolts securing the clutch or bell housing. Looseness of these bolts will cause the gearbox to sag, severely straining the clutch plate and hub splines, leading perhaps to complete breakdown of these parts.

A warped, bent or damaged chassis frame can be the cause of similar troubles, and a few minutes' check of the wheel-base may save hours spent pulling a clutch down to look for some obscure defect that does not exist inside the clutch itself.

Worn, oil-soaked, perished and heat-hardened engine and gearbox mounts are often the cause of excessive vibration, which, by throwing the engine out of alignment, affects the smooth operation of the clutch itself. The engine tie-rods or cables must be tight, and the tension equally applied on each side. With the current 8 and 10 h.p. Fords the tie-rods are the first point to check when dealing with clutch judder and grab, and in most cases there is no need to proceed further, after tightening the rods correctly.

Relining centre plates

The relatively low cost of replacement clutch units does not warrant the overhaul of the original assembly, but sometimes the complete unit may not readily be available. Points to watch when relining centre plates are that the centre plate vibration damper coil springs are in good condition, and that they have not begun to cut into the plate; that the splined hub is in good condition; and that the rivets securing the hub to the plate are tight and sound.

Check each pressure plate spring in a spring tester, and replace if widely varying readings are obtained. Examine eye-bolts, release levers, knife-edge struts, release lever retaining springs; in fact all the individual components of the clutch assembly, and do not hesitate to replace any doubtful parts.

When rebuilding it is best to follow a set sequence, so that if trouble does occur it can be located with the minimum of delay. Do not let the gearbox hang unsupported on the clutch shaft while the other end is in or through the clutch plate hub. Insert two or three bolts through the bell-housing and tighten temporarily, being sure that there is no dirt or burrs at the mating surfaces. Connect withdrawal

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bearing link and pull-off spring, giving the necessary pedal clearance.

Before coupling up the universal joint, engage top gear, depress the clutch pedal and turn the flange by hand. Shaft should turn freely if clutch releases correctly; if shaft does not easily turn it will be necessary to retrace the assembly process and locate the slip-up. Should the shaft turn on pedal application, and be held on pedal release, proceed with the securing of the bell-housing, reconnect the universal joint, refit the interior flooring, and carry out a road test.

First of the two standard road tests is the stall test, in which the brakes are firmly applied, and clutch pedal depressed. Engage top gear, accelerate the engine and abruptly engage the clutch. If the engine does not stall in two or three seconds any or one of the following may be the causes: (1) release levers binding; (2) pressure plate binding; (3) clutch springs too weak; (4) improper pedal adjustment; (5) other causes allowing clutch to remain semi-released.

Second test is the gear-clash test, also with the car at a standstill. Accelerate the engine to a speed equivalent to 20 m.p.h., release clutch and engage 1st gear. If the gears clash, reduce the pedal free play to ¼in. and repeat test. Should the gears still clash one or several of the following may be the cause: (1) misalignment (several reasons for this); (2) incorrect lever adjustment preventing full release; (3) clutch plate bent on assembling; (4) centre plate splines sticking on splined clutch shaft.

These two tests can also be applied on receiving the vehicle in for diagnosis, and are the finest practical means of actually showing your customer that his car requires clutch attention before the stripping out begins.

SCOTTISH TRADE COURSES

Motor trade technical education resumes in Glasgow on September 11th with a comprehensive list of classes for all sections. The motor body building trades operatives have three main courses, each of four years, in body building, body painting and body trimming.

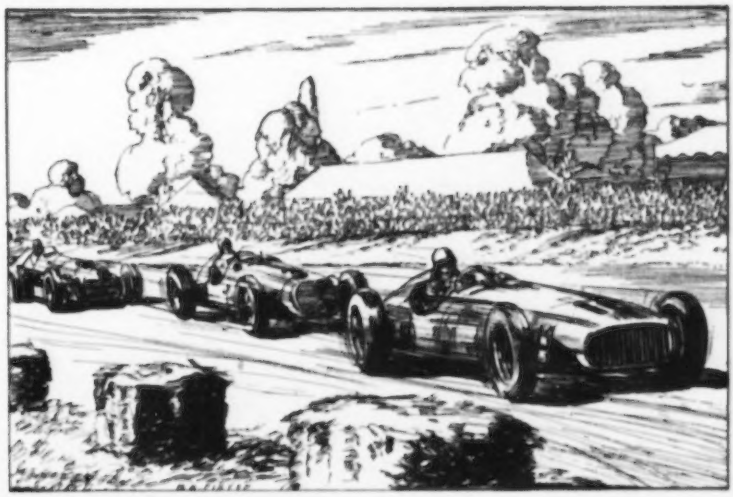
Classes for these are being arranged with the co-operation of the Scottish Vehicle Builders' Association and the National Union of Vehicle Builders.

The vehicle mechanic's course, conducted with the support of the N.J.I.C. for the motor vehicle retail and repairing trades, is located, like the body courses, at Stow College School of Engineering. The course is a comprehensive one in three stages running for 26 weeks.

A motor vehicle elctrician's course is also being run at Adelphi Terrace School, Glasgow, again with the support of the N.J.I.C. This is also a three-stage course covering the entire field of electrical installation in vehicles.

AGENCY SALES.—Left is a Seddon Mark IV passenger chassis fitted with a 29-seater de-luxe coach body by Plaxtons of Scarborough. The vehicle was supplied by Oliver L. Tallett, Ltd., Moseley Road, Birmingham. Mantle and Boarland, Ltd., Guy distributors for Leicester, have just supplied the latest addition to the Guy fleet operated by Faire Bros. and Co., Ltd. — a Guy Vixen on the 10ft. 6in. wheelbase chassis shown in the other picture. The body was built by Abbotts (Body Builders) Ltd., Leicester.

With an eye to the future



B.R.D.C. Race Meeting. Silverstone · August 26th.

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Minimum Standards Code

R.M.A. safeguard of high quality work is valuable background information for garagists

Observed since 1948

FULL text of the "Code of Minimum Standards for Tyre Retreading," observed by the members of the Retread Manufacturers' Association since 1948, has now been published.

We reproduce the code in full so that readers will have background information about the methods employed in tyre retreading — information that will be of use when talking about retreads to customers.

Each member of the Association undertakes to identify his products. A directory of identification marks is kept at the offices of the Association's secretaries, Peat, Marwick, Mitchell and Co., 94-98, Petty France, London, S.W.1.

THE CODE

Initial Inspection and Grading for Processing.—The standards shown in the Schedule apply equally to top capping, recapping, retreading and remoulding.

The Schedule shows the maximum amount of damage which may be processed and presents, therefore, the minimum acceptable casing standard. **The Schedule should not be regarded as indicating the general standard of casings to be processed.**

All measurements are to be taken at the base of the injury at **the time of examination and before preparation.**

Spacing of damage must avoid overlapping of reinforcing patches and only one reinforcing patch shall be applied within one-third of the tyre circumference.

All damage exceeding ¼in. diameter and exceeding 25 per cent. ply penetration after preparation shall have cord reinforcement.

The distance from the TOE of the bead to the lowest point of injury shall not be less than one-third of the sectional height of the tyre when measured internally.

Nail holes, wear damage, and small cuts in top plies may be repaired in addition to other damage, subject to practicability and expediency. Breakers need not be counted as plies.

If the only damage is through 50 per cent. or less of the plies, the size of the injury may be 50 per cent. larger than that permitted in Section "B" of the Schedule **but no increase shall be made in the maximum number of permitted repairs shown in the Schedule.**

It shall be borne in mind, at initial inspection, that preparation of damage for repair shall not involve increasing the damage by more than ¼in. overall at the base of the prepared area.

Buffing.—Before commencing to buff, care must be taken to ensure that all flints, etc., have been removed.

Tyres must be buffed to contours similar to the matrix in which they will ultimately be cured. (It is an advantage to make a template to the shape of the matrix and to buff the tyre to the contour indicated by the template.)

Tyres must be buffed only sufficiently to remove damage and to provide a true and roughened surface. A sharp rasp should be used but care must be taken to avoid gouging or burning or buffing too deeply.

When the old tread has been removed, the remaining edges of the rubber must be removed with a circular wire brush. All exposed cords must also be buffed with a wire brush. The brushing must be extended down the sidewalls a little further than the full width of the camelback, the portion of the buffed sidewalls extending beyond the width of the camelback being stoned.

When buffing rayon tyres, every effort must be made to avoid buffing away the cushion gum insulation over and between the cords.

All buffed surfaces must be thoroughly cleaned off and maintained in clean condition.

Preparation of Repairs.—Preparation of damage for repair shall not involve increasing the damage by more than ¼in. overall at the base of the prepared area.

for Tyre Retreading

Repairs shall be cut out at an angle of approximately 45 degrees, taking care to remove all damage, the surfaces then being thoroughly rasped in such a way that all preparation marks are removed and all loose cords are trimmed away.

Using the selected patch as a template, with an outline of the patch at a distance of ½in. away from the patch all round. This area shall then be carefully wire-brushed, keeping the brush rotating in the direction of the cords. All dust shall then be removed from the repair area and the tyre placed in the drying room.

Repair Building.—Having first ensured the patch shall be positioned centrally over the damage, on the inside of the cover, and the tyre marked

THE R.M.A. SCHEDULE

Tyre Range	Max. No. repair comb'n'tn (A and/or B)*	A. Ply damage through more than 50%		B. Ply damage through 50% or less		C. Wear Damage		
		Crown shoulder	& Wall	Crown shoulder	& Wall	Plies worn through all round	Max. No. of plies allowed	Total length on Top ply
Motor Cycle tyres	2	½"	Nil	½"	Nil	0	1	1½"
Car tyres including 9.00-13	2	¾"	½"	1¼"	¾"	0	1	4"
Giant tyres up to and including 6" HP and 7" LP	3	1¼"	1"	1½"	1"	0	1	6"
Giant tyres above 6" HP and 7" LP up to and including 9" HP and 11" LP and all L.L.	2	¾"	½"	1"	¾"	0	1	6"
All other Giant tyres	2	Nil	Nil	1"	¾"	0	1	6"
Tractor, Dumper, Scraper 6.50 and under	3	2"	1"	2½"	1½"	0	1	6"
Tractor, Dumper, Scraper 7.00-15.00	4	3"	2"	4"	2½"	0	1	6"
Earth Mover 16.00 and over	4	4"	3"	5"	4"	0	1	6"

* Where two or more of these repairs are in combination only one may exceed 50% of size of injury indicated

NOTES ON INDIVIDUAL PROCESSES

	Top Cap	Recap	Retread	Remould
Ply separation	Accept only within limits of repair	Accept only within limits of repair	Accept only within limits of repair	Accept only within limits of repair
Radial, vertical and circumferential rubber (only) cracking	Reject	Reject	Accept only within process limits of equipment	Accept only within process limits of equipment
Numerous penetrations on tread	Reject	Reject	Reject	Reject
Bead damage	Reject except chafer damage repairable or where chafers are replaceable within process limits of equipment			
Cord strain or casing break-up due to overloading and/or under inflation	Reject	Reject	Reject	Reject
Oil or acid damage affecting casing	Reject	Reject	Reject	Reject
Oil or acid damage affecting rubber only	Accept only where damaged rubber is replaceable within process limits of equipment			
Fatigued casings	Reject	Reject	Reject	Reject

that the tyre is thoroughly dry, the prepared area shall then be swabbed with solvent. Solution of a medium consistency shall then be applied, care being taken to stipple the solution well into the buffed surfaces and allowed to dry.

At the fitting of the patch the beads shall be maintained as close to their normal spacing as possible and the patch shall be stitched and rolled down to the exclusion of all air. If necessary, the edges of the patch shall be lined off with a ¼in. strip of cushion gum applied equally on the patch and the casing. The cavity shall then be filled with cushion gum to just above the level of the top cords, and the remainder of the cavity (if any) shall be filled with tread compound to just above the level of the tread, care being taken to avoid trapping of air.

Drying.—Tyres shall be thoroughly dried after buffing and repair preparation (i.e., after removal of damage by cutting out and rasping) **and maintained in a dry state throughout all further stages of processing.** For this purpose a drying room is essential, the temperature therein being maintained at approximately 125 degrees Fahr. Facilities must be provided for the removal of the moisture content of the air in the drying room arising from the drying of the tyres. Normally, tyres should remain in the drying room for at least twelve hours.

Section by section

Solutioning.—Before application of solution, tyres shall be thoroughly cleaned by brushing or by application of solvent. Solution must be kept well stirred during use and one coat of a medium consistency shall be applied to all buffed surfaces, care being taken to stipple the solution well into the buffed surfaces. The whole of the circumference of the tyre must not be solutioned in one stage but the solution applied and stippled section by section, three or more sections being so treated in order to complete the solutioning process.

Solution being highly inflammable, adequate safety precautions shall be taken, including exclusion of naked lights from or near the solutioning room or area.

Unopened drums of solution should, with advantage, be reversed once weekly in order to avoid deposit of sediments. Before solution is drawn from a drum it is essential that the contents shall be thoroughly mixed. Unused solution must be returned to the drum and the container left clean for further use.

After completion of solutioning, tyres shall be allowed to dry in an atmosphere free from moisture and dust.

Building.—Before building is commenced, tyres shall be re-examined to ensure that the solution thereon is in a tacky state and all repairs which it is intended to cure in process shall be effected at this stage.

At building, all exposed cords shall be covered with cushion gum and low spots shall be built up.

Care shall be taken to select the correct die size tread stock, the stock being applied centrally, with a slight stretch, and stitched and rolled down from the crown towards the edges in order to exclude all air. The ends shall be cut to a 45 degree bevel and lightly wiped with solvent before joining, care being taken to stitch down firmly to the exclusion of all air.

Time and temperature

Curing.—Care shall be taken to ensure that the tyre is cured for the length of time and at a temperature appropriate to the formula of the particular tread stock in use, the appropriate temperature being maintained throughout the cure.

Care shall also be taken that the correct rim and curing tube is selected and that the tyre is a proper fit to the mould.

The pressure in the curing tube shall not be allowed to fall and shall not increase by more than 15 per cent.

Where there are repairs which are to be cured during the process, extra curing time must be allowed.

Finishing and Final Inspection.—Tyres shall be finished by trimming off any vent projections and mould fin and by removing any corrosion from the beads which may have been overlooked.

At final examination tyres shall not be passed if any of these defects are present: Porosity. Ply or Tread separation, however slight. Off-centre treads. Shortage of rubber. Creased, buckled or stretched casing. Buckled beads. Undercure.

The examiner shall confirm that all repairs have been satisfactorily processed and that the Retreader's brand mark appears on the tyre. The tyres shall then be painted.

Note.—It is essential that the final inspection shall be carried out by a qualified independent person who should bear in mind that the reputation of his firm and the industry itself depends upon his efficiency in ensuring that only a first-class retreaded tyre leaves the Works.

It pays to say

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Human Factor in Business

Firms discuss Management Technique and are told to use "The Common Touch"

Double question

A NUMBER of small firms got together at Oxford recently and exchanged notes on the double question of (a) what management techniques are suitable for small firms, and (b) how can such techniques be best adopted?

Sponsored by the Industrial Welfare Society, the session lasted over a long week-end, and during it the delegates heard talks on Human Relations; The Place of Personnel Management; Monetary Incentives; Physical Amenities; and Catering Services—all as applied to the small firm.

First and foremost, as several speakers urged, every business unit must be planned **as an organisation of human beings**, if it is to hold its own in the "awakened social-conscience" society of to-day. No firm, be it small or large, can be just "a grouping of machines, processes and materials."

And this view of the case gave employers, no less than employees, a solid measure of satisfaction: nothing could be more worthwhile and constructive than running a business where morale is high, health is good, and there is a general sense of well-being, fair play and all-round "rightness."

No system need be copied too readily and literally from other firms. Each technique of management should be evolved by the individual firm to suit its own particular case, its own special circumstances.

The essence of the matter in every instance is to get one's ideas right. Human relationships in industry do not necessarily call for elaborate systems of administration, but are largely a matter of commonsense, common humanity and what used to be called "the common touch."

"A happy ship"

Certainly good human relationships are closely linked with good management. As one delegate put it, when workers are properly selected for their jobs, properly trained, properly treated, then you have the fundamentals for creating "a happy ship."

Joint consultation is important, and its benefits begin really to show when both sides, management and workers, experience a genuine desire to consult.

One delegate spoke of the difficulty being experienced—at least in several industries—in getting employees to agree to systems of monetary incentives. But sometimes systems of the kind had excellent results and employees who were reluctant at the outset were won over as they saw and understood how the scheme worked.

Another speaker, expressing agreement, stated that in his own works he had been careful to avoid any "payment by results" complexity that workers might not understand, and he had found that the detailing of a supervisor to follow certain special jobs had resulted in an increase in

"The G. and M.A."

Used-Car Market Report

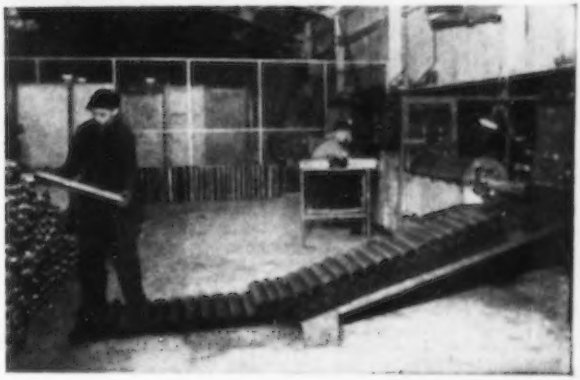
SEE next week's issue for our regular fortnightly market report on used-car sellers' prices.

This service to readers consists of a digest of prices quoted in trade and private advertisements of used-cars for sale appearing in current issues of public motoring journals and representative national and provincial newspapers.

NUFFIELD NEWS TOPICS

ONE FROM THE STOLP EVERY 6 SECONDS

The new "Stolp" silencer-body forming machine at Nuffield's Llanelly works is the first of its kind in production, another example of Nuffield leadership in car-engineering. It delivers a stream of complete silencer-bodies in 18 gauge steel up to 4′ 6″ long at the rate of one every 6 seconds. Whatever may hold up cars for the home market, it won't be silencers!



A general view of the apparatus showing the stream of bodies being inspected and piled ready for fitting.

THE NUFFIELD ORGANIZATION

MORRIS · WOLSELEY · RILEY · M.G. · MORRIS-COMMERCIAL

NUFFIELD PRODUCTS

production bonus from 25 per cent. to 75 per cent.

He preferred to rely on such supervision and use merit rating to reward outstanding qualities. A good bonus scheme gave quick recognition of good work, whereas the point-rating plan often proved to be a remote and unreliable assessment of effort.

Three objectives

On personnel management, a delegate thought that any person who understood those duties would have in the main these three objectives: (1) To assist the people at work; (2) To assist the foreman and departmental heads with effective labour utilisation and fortify them in their personal leadership; (3) To promote overall goodwill and efficiency.

While, he said, small firms enjoyed close contact with employees (and this often helped to bring grievances to light and avoid the ugly situations sometimes experienced in larger firms) they tended to be independent and sometimes even insular in outlook.

In one case a very high and costly labour turnover was due to bad selection methods on the part of a works manager. In another, the appointment of a welfare officer had failed to offset the effects of a manager's mishandling of relations.

In any event, in every business as it grew there was a need for someone to give special attention to the human factor. As opposed to very large organisations, where initiative at lower levels was stifled, there was a great opportunity in the smaller firms for personal leadership.

It might be better for the manager in a small firm to discuss matters collectively with his employees and carry them with him by the force of his own personality rather than rely on formal consultative committees in which, possibly, few would participate.—M. H.

Standard Bronze Bars

"As cast" disadvantages

IN the past, bronze bars have been marketed in the "as cast" condition with a machining allowance of ¼-in. on the diameter and in the bore.

When using "as cast" bars, however, certain disadvantages may be encountered. In the first place, there is the danger of under-surface defects existing, which can be found only after a certain amount of machining has taken place, and which may mean scrapping a part after a good deal of time has been spent on it. Furthermore, the removal of the "as cast" surface involves heavy tool wear, and waste metal in swarf.

With this in mind, the Glacier Metal Co. Ltd., marketed a standard range of chill cast phosphor bronze bars in the well-known 2B8 specification, machined on the outside diameter. These bars have a nominal machining allowance of .020 in. on the outside diameter, leaving only a .010 in. cut for finishing by the user. Thus, by the use of these bars, less metal is wasted, and there is a considerable saving on tool wear and machining time.

As a further step, the company have now revised this programme to incorporate a standard range of 153 sizes of bars in the 2B8 chill cast phosphor bronze specification, and also two lead bronze specifications, all machined both on the outside diameter and in the bore.

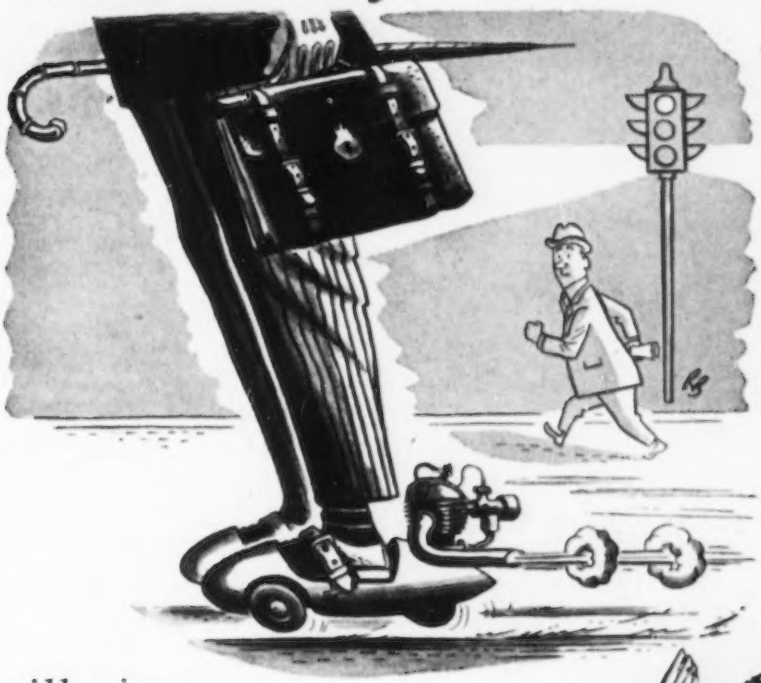
Only .010 in. cuts on the outside diameter, and .015 in. cuts in the bore are needed for finishing, and by this means there is an even greater saving in metal, tool wear and machining time. For instance, assuming a user wants to make 100 bushes 1¾ in. o/d x 1¼ in. i/d x 2 in. long, he buys 17 bars of the same nominal dimensions which weigh only 91 lbs., as against the purchase of 17 "as cast" bars 1¾ in. o/d x 1¼ in. i/d weighing 125 lbs. In other words, on 100 bushes he saves 34 lbs., or 27 per cent.

13-in. lengths

Three specifications have been selected to cover the widest possible range of engineering requirements under various operating conditions. The bars are all supplied in 13-in. lengths, cored bars being available with outside diameter from 1 in. to 6 in., and solid bars with outside diameters from ¼ in. to 6 in.

A leaflet giving details of the various specifications and a size chart can be obtained on request from the Glacier Metal Co., Ltd., Alperton, Wembley, Middlesex.

Motor how you will . . .



I will give you

MORE MILES PER GALLON! *says Mr. MERCURY*

Whatever the designer may think up for us in the future — short of rockets and atomic turbines — the fuel to use for more miles per gallon will still be National Benzole Mixture. For benzole — the dollar-saving spirit refined from British coal — is a hefty fuel in its own right, packing a bonus of extra mileage in every drop.

On that simple and self-evident story our great pre-war sales success was built. We shall do it again — as soon as National Benzole Mixture is back in the pumps! And now is the time to prepare for this happy day. Our local depot will be delighted to start — or to renew — acquaintance with you.

NATIONAL BENZOLE MIXTURE

147

FOR THE GARAGE SHOWCASE

Locking Cap for Fords

SPECIALLY designed to fit the Ford Anglia, Prefect, Pilot and other cars and vans of this make, this Tudor locking cap is unusual in that the casting itself is turned and not the key. This can only be done after the key has been inserted in the lock.

Keys are made in 65 different sizes, and the filler cap is finished in heavy chromium plate, while the keyhole is protected by a waterproof sliding cover plate. The lock is made by Tudor Accessories, Ltd., Silverdale Road, Hayes, Middlesex, and retails at 13s. 6d.

Battery-Operated Kettle

DESIGNED to operate from either a six- or a twelve-volt battery, the Morway car kettle should prove a ready-selling accessory. The makers, Conway Heater Co., 34, Conway Avenue, Birmingham, 32, claim that the kettle will boil four cups of water in from 15 to 20 minutes, and takes about three amps. from the battery while doing it.

The kettle has a folding handle to make it more easily stowed in the car, and is supplied complete with insulated cable for a retail price of £1 17s. 6d.

For Worn Upholstery

HOWEVER excellent the external finish of a car may be, a shabby interior not only reduces its value but also has a depressing effect on its occupants. There should, therefore, be a ready resale for Nuagane, a natural leather paint for restoring the finish of real and imitation leather upholstery.

Claimed by the makers, Nuagane Products, Ltd., 19, Soho Square, London, W.1, to be fadeless, waterproof and flexible, Nuagane does not obscure the grain of the leather to which it is applied.

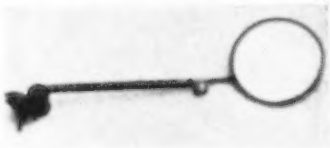
Before treating car upholstery in fair condition, the surface should be cleaned with Nuagane degreaser to remove all wax, grease, polish and dirt. The upholstery is then allowed to dry, and the Nuagane applied either with a clean, soft brush or with a spray. In most cases one brush coat is said to be sufficient.

If the upholstery is very much worn, rough places should be clipped free from all loose particles, and then given a coat of paper hangers' size. When the size has dried, the worn parts should be given a coat of Nuagane, which should be sandpapered down when dry to make it smooth before the final coat of the preparation is applied.

Nuagane is made in 22 different colours and retails at £1 3s. a quart, which is sufficient for the interior of the average 10-14 h.p. saloon. Half a pint of Nuagane thinner and degreaser retails at 2s., and packing and carriage is 1s. on the two.

Telescopic C.V. Mirror

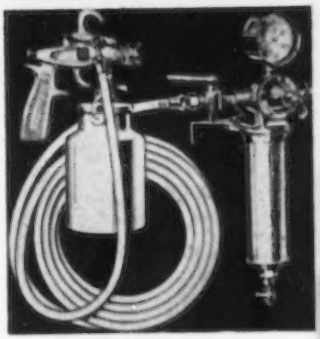
THIS telescopic commercial mirror extends from 12 ins. to 20 ins. Three-way adjustment of the mounting permits the arm to lie flat against the side of the vehicle, while the actual mirror is protected by a shock-absorbing rubber ring. The makers, Tudor Accessories, Ltd., Silverdale Road, Hayes, Middlesex, claim that the glass can be replaced in about ten seconds. Available with either a universal mounting or with a special bracket for Bedford or Commer-Karrier vehicles, the mirror retails at prices ranging from 13s. 6d. to 17s. 6d.



Edge of the mirror is protected by a rubber shock-absorbing ring.

GARAGE SERVICE EQUIPMENT

For Spraying Wax



DEVELOPED specially for applying modern liquid wax car polishes, the new Aerograph DeVilbiss Type AP-659 outfit consists of a spray gun, air transformer, pressure regulator and a 25-ft. length of air hose with connections.

The makers, the Aerograph Co., Ltd., Lower Sydenham London, S.E.26, claim that this new wax spray outfit cuts car waxing time to a matter of minutes, as the wax coating needs no rubbing or buffing when properly sprayed.

A thin, uniform coating of the atomised wax polish is essential if the best results are to be obtained, and the spray gun has therefore been specially developed to deliver a fine, uniform spray which will dry quickly.

Turning-Tool Protractor

DESIGNED initially for the rapid and accurate measurement of turning tool angles, this Marlco tool protractor can also be used for determining any angle relative to a given reference plane.

It is simple to operate, and will measure the final shape of any tool, whether hand or machine ground. Side rake angle, back rake angle, approach angle and trail angle can all be measured, as also can maximum rake angle irrespective of side and back rake angles.

Made by W. H. Marley and Co., Ltd., New Southgate Works, 105, High Road, London, N.11, the Marlco Tool Protractor retails at £6 5s.

Heavy Duty Electrode Holder

SPECIALLY designed for heavy duty electric arc welding, the Type H500 electrode holder recently introduced by Murex Welding Processes, Waltham Cross, Herts, is suitable for use with currents up to 500 amperes. It has special long-life jaws, and it is all-insulated. The holder can be used for all electrodes from No. 8 gauge to ⅛in. diameter. All parts are replaceable, and it is light in weight for its type.

Portable Hydraulic Ram

OUTSTANDING feature of the Staffa Hydroram is its portability. It can be wheeled alongside the job, where it can be used to pull, press, lift, bend, clamp or spread. Power source is an hydraulic ram capable of exerting a steady progressive pressure of five tons at an internal pressure of over 5,000 lbs. per sq. in. The ram unit has a 6-in. stroke, will operate at any angle, and is retracted automatically by an internal spring.

The hand-operated oil hydraulic pump is connected to the ram by 7ft. of super high pressure double wire braid resistant flexible hose. Made by Chamberlain Industries, Ltd., Staffa Works, Staffa Road, Leyton, London, E.10, the Hydroram is here shown straightening window frames.

Recent Auction Results

Selection of vehicles sold at the July 27th and Aug. 1st Measham Sales

ARMSTRONG SIDDELEY

16 d/h coupe, 1947	£717
16 d/h coupe, 1946	£782½
17 saloon, 1937	£150
17 saloon, 1935	£282½

AUSTIN

7 saloon, 1938	£290
7 saloon, 1938	£156
7 saloon, 1937	£167½
7 saloon, 1935	£155
7 saloon, 1934	£172½
8 saloon, 1946	£515
8 saloon, 1944	£337½
8 saloon, 1939	£290
8 saloon, 1938	£170
8 saloon, 1938	£210
8 saloon, 1935	£114½
8 saloon, ex-WD	£150
8 roadster, ex-WD	£157½
10 saloon, 1947	£650
10 saloon, 1947	£590
10 saloon, 1946	£582½
10 saloon, 1940	£255
10 saloon, 1939	£285
10 saloon, 1937	£225
10 saloon, 1937	£247½
10 saloon, 1937	£275
10 saloon, 1937	£225
11 Devon saloon, 1949	£835
11 Devon saloon, 1948	£800
12 saloon, 1947	£707½
12 saloon, 1939	£365
12 saloon, 1936	£100
16 saloon, 1949	£875
16 saloon, 1948	£850
16 saloon, 1948	£837½
16 saloon, 1947	£680
16 saloon, 1947	£635
16 saloon, 1946	£675
18 saloon, 1935	£175
28 limousine, 1939	£775

BENTLEY

30 d/h coupe, 1939	£1,700
30 saloon, 1936	£790

BUICK

31 saloon, 1937	£370
38 saloon, 1940	£420
38 saloon, 1938	£330

CHRYSLER

14 saloon, 1937	£167½
28 coupe, 1936	£291

DAIMLER

15 coupe, 1935	£125
18 saloon, 1938	£485

FORD

8 saloon, 1949	£540
8 saloon, 1947	£452½
8 saloon, 1939	£265
8 saloon, 1937	£170
8 saloon, 1937	£217
8 saloon, 1937	£210
8 saloon, 1936	£175
8 saloon, 1936	£200
8 saloon, 1934	£171
10 saloon, 1948	£610
10 saloon, 1947	£567½
10 saloon, 1946	£420
10 saloon, 1939	£132½
10 saloon, 1936	£115
30 saloon, 1948	£865
30 saloon, 1937	£200
30 saloon, 1937	£340
30 saloon, 1936	£147½

HILLMAN

10 saloon, 1949	£835
10 saloon, 1949	£832½
10 saloon, 1948	£722½
10 d/h coupe, 1947	£590
10 saloon, 1938	£245
10 saloon, 1937	£242½
10 saloon, 1936	£275

JAGUAR

1½-litre saloon, 1939	£467½
1½-litre saloon, 1939	£420
2½-litre saloon, 1937	£280
2½-litre saloon, 1937	£400
2½-litre saloon, 1936	£330

LEA FRANCIS

12 saloon, 1946	£680
14 saloon, 1947	£805

M.G.

10 d/h coupe, 1939	£377½
10 saloon, 1938	£327½
10 sports rdster, 1936	£280
11 sports rdster, 1947	£525
11 sports rdster, 1946	£450
18 saloon, 1937	£320

MORGAN

10 d/h coupe, 1948	£540
10 sports saloon, 1937	£252½

MORRIS

8 saloon, 1946	£470
8 saloon, 1939	£290
8 saloon, 1938	£262½
8 saloon, 1938	£230
8 saloon, 1938	£310
8 saloon, 1938	£185
8 saloon, 1937	£200
8 saloon, 1936	£200
8 saloon, 1935	£167½
10 saloon, 1947	£555
10 saloon, 1936	£150
14 saloon, 1936	£137½
16 saloon, 1937	£170
18 saloon, 1937	£225

OPEL

12 saloon, 1939	£240

PACKARD

33 coupe, 1934	£215

RILEY

9 saloon, 1937	£180
9 saloon, 1935	£310
12 saloon, 1935	£150

RENAULT

13 saloon, 1939	£192½

ROVER

12 saloon, 1947	£885
12 saloon, 1938	£375
14 saloon, 1938	£310
14 saloon, 1938	£330
14 saloon, 1936	£190
16 '75' sports sal, 1948	£1,265
16 saloon, 1937	£290

SINGER

9 roadster, 1946	£456
10 saloon, 1947	£552½

STANDARD

8 d/h coupe, 1948	£567½
8 saloon, 1948	£525
8 tourer, 1947	£425
8 saloon, 1946	£420
9 saloon, 1940	£260
9 saloon, 1935	£100
10 saloon, 1939	£271
12 saloon, 1939	£265
12 saloon, 1938	£257½
12 saloon, 1937	£212½
14 saloon, 1948	£717½
14 saloon, 1946	£495
14 d/h coupe, 1946	£525
14 saloon, 1937	£247½
18 Vanguard sal, 1949	£950

SUNBEAM TALBOT

14 '90' saloon, 1949	£1,160

TRIUMPH

14 saloon, 1948	£850
14 saloon, 1946	£815
14 roadster, 1946	£620
14 saloon, 1937	£134

VAUXHALL

10 saloon, 1946	£557½
10 saloon, 1938	£247½
12 saloon, 1946	£535
12 saloon, 1939	£340
12 saloon, 1936	£235
14 saloon, 1938	£320
14 saloon, 1937	£207½
18 Velox saloon, 1949	£837½
25 saloon, 1938	£380

WOLSELEY

10 saloon, 1937	£240
10 saloon, 1936	£150
12 saloon, 1947	£730
12 saloon, 1935	£110
14 saloon, 1938	£255

COMMERCIAL VEHICLES

AUSTIN

8 Utilecon, 1939	£320
11 van, 1949	£470
24 lwb truck, 1949	£450
27 2/3-t truck, 1946	£395
— 5-t d/s truck, 1946	£262½

BEDFORD

28 30cwt van, 1946	£380
— lwb truck, 1944	£135

BRADFORD JOWETT

8 10cwt van, 1946	£250

COMMER

10 van, 1939	£125

DENNIS

— 3-t truck, 1937	£25

DODGE

20 d/s truck, 1938	£105

FORDSON

8 5cwt van, 1949	£352½
8 5cwt van, 1939	£147½
10 10cwt van, 1949	£495
22 truck, 1939	£145
22 15cwt van, 1936	£145
30 Luton van, 1942	£100
— Thames tipper, 1949	£450
— 3-t truck, 1948	£315

Fitting Schrader valve caps is good service. Explain to motorists how the cap protects the valve core and provides an air-seal guaranteed at 250 lbs. This protection is important and a reminder to fit them is both a good service to your customer and good business for you. Remember, finger-tight fixing makes an air-tight seal.

Schrader

STANDARD TYRE VALVE

A. SCHRADER'S SON · BIRMINGHAM · ENGLAND

TYRE SALESMAN'S REFRESHER COURSE

Q. Why is INDIA popular with the Trade?

A. Because it recognises that the Dealer merits a great deal more co-operation and interest than he has in the past received. This is no great virtue on the part of INDIA — it is common sense. If the manufacturer has access to data and information which Dealers are too busy to collect, it is in the interests of all that he should pass it on. Among the INDIA Dealer's most valuable possessions is his library of INDIA publications. INDIA's dealings with the Trade will continue to be conducted in the spirit of frank co-operation.

STRICTLY ENTRE NOUS

by LFJ

The prospects

THE Korean business has probably reduced the likelihood of an early and wholesale war in Europe. So opinion runs, but recent events have created an entirely new situation for the motor industry as well as the nation at large. To appreciate it, the first thing to be realised is that, if military production has to be stepped up, civilian production will have to be curtailed. Particularly in this country, there is no way round that. Already the Americans are saying that they will not be able to build so many cars. Normally, that would have meant that more British vehicles could be sold over there, but it seems very doubtful whether we shall be able to make much of the opportunity. Obviously, though, we must try to keep up our exports and increase them if possible. With reduced outputs that can only be done by a further curtailment of supplies for the home market. That is no pleasant prospect for agents or for their wearily waiting customers.

One of our Allies

THE Travel Association has had frequent mentions in this feature, and it was with very great regret that I read of the death of its founder and chairman, Lord Hacking, who was cousin of Col. A. Hacking, former secretary of the Society of Motor Manufacturers and Traders. A peculiarity about the T.A. is the truly remarkable enthusiasm of those who work for it. They seem to regard themselves as people with a mission, and think nothing of turning down offers of better paid jobs elsewhere, preferring to stay on to help the cause. The same sort of spirit used to exist in the B.B.C. under the Reith regime, and I believe that it was Lord Hacking who was largely responsible for creating it in the Travel Association. That body, by the way, is about to embark upon a campaign for the improvement of signposting throughout the country. As the A.A. has the same idea, it looks as though something will really be achieved. I have for some time maintained that the motor industry should be in closer touch with the T.A., in the way that the hotel keepers are. That the association would welcome closer co-operation with our trade is something that I know for a fact. Indeed, I was discussing it over lunch with one of the T.A.'s officers recently. Our trade's object in life is to sell road travel, and it is therefore logical that we should link up with the people who are encouraging road travel.

You might be interested

THIS week the Model Engineer Exhibition opened at the New Horticultural Hall, in Westminster, and will continue until closing time next Saturday. The show will be worth visiting. You will find there, I expect, some very pretty little petrol and compression-ignition engines. Also, I understand that at least one 500 c.c. car is on view: a Cooper racing model with a five-stud J.A.P. motor that is claimed to be capable of 110 m.p.h. According to the notice before me, the chassis must be a very advanced piece of work, being a combination of duralumin channel and tubular sections, and the independent suspension system employs rubber instead of steel springs. One infers that the 500 Club is co-operating over the exhibit, and trade visitors who are not already familiar with these machines should be able to learn quite a lot.

The MOTOR TRADE PARLIAMENT

In which Readers Express their Views

Communications intended for the Motor Trade Parliament should be addressed to The Speaker, "The Garage and Motor Agent," 62, Doughty Street, London, W.C.1.

Let The People Know

SIR,—Justice must not only be done; it must also seem to be done. May I, as one on the manufacturing side, suggest that the widespread discontent of the general public with new-car allocations is at least in part due to the secrecy with which most dealers and distributors guard their waiting lists.

When everybody appears to know of somebody who has had three new cars since the war, it is hardly surprising that there is a general reluctance to regard the local garage man with a touching and child-like trust. He may, of course, be a paragon of honesty, he may allocate the few new cars that pass through his hands with complete fairness, executing each order in accordance with its position on his waiting list.

If such be the case, then surely he has nothing to hide, and he should be only too willing to let his would-be customers look at the waiting list to see how their particular orders are progressing.

Nothing creates suspicion like secrecy, and it does seem that the average garagist would have a great deal to gain by publicly displaying his waiting list in his showroom windows, crossing off each order as it is delivered and putting the date of delivery against it.

No other step, if carried out on a wide scale, could do so much to increase public confidence in the garage industry. And no other step could so forcibly bring home to the public the pathetic trickle of new cars at present reaching the home market.

As a further thought, this public display of waiting lists would soon show how many people had two, three or even more new cars on order from different firms.

No doubt this suggestion that the state of their order books should be publicly revealed for all to see will strike horror into the hearts of those who still think in terms of pre-war conditions. But I ask you, gentlemen, what does a full order book signify these days? Does it mean that the firm possessing this commonplace asset is therefore prosperous? Not a bit of it, for no firm exists to-day on the sale of new cars. So let us tear down the Iron Curtain of secrecy, for it is only doing the garage industry immense harm.

THE PLUMBER.

[*Our hon. Member from the manufacturing side evidently does not subscribe to our frequently expressed view that manufacturers should take a greater interest in the destination of their products by collaborating with the trade in devising a satisfactory allocation system. What do retailer hon. Members think of his suggestion?* — THE SPEAKER.]

Road Casualties

SIR,—Reverting to your Terse Talk of July 29th I would like to make the following observations: In a general sense the chief cause of road casualties is not so much a mechanical as a human problem. Whether cars be new or old; whether roads be good or bad; until the human factor is trained to recognise danger and avoid it, nothing short of miracles can keep the road toll in check.

The number of faulty cars in use is, by comparison with the total number on the roads, almost negligible, and the drivers of such cars have as much respect for their own skins as the drivers of better machines (and even the best machines develop faults on the run that call for attention). So one may take it for a certainty that the driver of a faulty car is taking no chances of being himself involved in an accident.

Children's accidents are almost invariably due to lack of judgment or thoughtlessness. Danger is nearer to them than they think. And in such cases acceleration rather than braking might often prevent a collision. Lack of concentration by road users, and especially pedestrians, is another frequent cause of accidents, and they expect to be saved from the results of their own inatten-

are **TEMPERED** for **TOUGHNESS**

You get more resilience, less heat and longer life from all Dominion tyres; further they are made with tempered rubber.

You can sell Dominion tyres with confidence.

DOMINION RUBBER COMPANY LTD., 62 & 64, Horseferry Road, London, S.W.1

The MOTOR TRADE PARLIAMENT

Continued from page 1250

tion by the eternal vigilance of the car driver.

And so one could range over the whole list of human frailties only to come to the elementary fact that until everybody has developed the full sense of personal responsibility for their own safety, legislation of every kind is doomed to failure.

Better roads, certificates of worthiness, road signs, threats of punishment, and every other device, are only means to an end. But, undoubtedly, the decisive factor is *human awareness*. And they who labour this point are doing an infinitely better service than those who are looking everywhere for a remedy which can only be found in themselves.

Dunham and Haines,
C. G. H. DUNHAM,

Luton.

[It is because of the deficiencies in human awareness that "The G. and M.A." is constantly urging that the roads of this country should be made fit for vehicles to travel on. Mr. Dunham undoubtedly has the right slant on this question, and letters such as his, if published in the daily Press, would do a lot to put the public's (if not the Government's) mind right on the problem.—THE SPEAKER.]

"Garagist"

SIR,—As the blame (or, as perhaps posterity may say, if it ever thinks about it, the credit) for importing from France and adopting it to fill a blank in our language the word "Garagist" belongs to me, may I venture to reply very deferentially to Mr. Percival Grice's letter (July 19th issue). Yes, Mr. Grice, that personal noun came direct and complete from the country which previously and long before gave us the impersonal "Garage." Nobody on this side of the Channel did any mutilating nor has tried to re-sex the result.

But first let me shake hands very cordially with Mr. Grice on his detestation of the pronunciation of "Garage" as "Garridge." That is carrying the anglicising of a foreign word too—and absurdly—far. The absurdity is seen when one attempts to John-Bullise that other most useful importation, "Camouflage." Imagine speaking of "Camouflidge"!

Having shaken hands on this, we will go back to "Garagist." The history of its adoption is that, in the years between the last two world wars, "The Garage and Motor Agent" regularly obtained and published reports of the doings of the French motor trade from a correspondent in Paris. When referring to the men responsible for running garage businesses, he called them—apparently as a matter of course—"garagists."

Whether that derivative of "garage" was in common use in France when he put it into his writings, or whether, knowing his English far more perfectly than most of us do, he naturally joined our "ist" suffix to "garage" in order to denote a person who practises the art of garaging, I don't know. But it so admirably met a need which everyone who writes about the motor trade at all frequently must constantly feel, that "The G. and M.A." gratefully adopted it.

As Mr. Speaker has said, if Mr. Grice or any other reader can suggest a more suitable word to express exactly what "garagist" means, we shall all be pleased to hear of it.

So far as the French origin of "garage" itself is concerned, I agree with Mr. Speaker's hint that the birth circumstances of many English words won't bear examination. In any case, Mr. Grice's explanation that the French corrupted "garde" (a keeper or guard) of a "*voiturage*" (or coach-house) into "garage," is a brand-new one on me; as also is the claim that properly, therefore, a garage is a person and not a place.

I have always understood, and the best French dictionaries that I have been able

Out of the Past

35 YEARS AGO. "The G. and M.A." 14/8/15.

THE National Physical Laboratory at Teddington has been making tests of power-transmission, and particularly with reference to the quantity of oil in the gear-box. The average results showed that when the box was full of oil, the resultant efficiency on the top gear was 74 per cent. When it was three-quarters full, the figures rose to 90 per cent., and when half-full to 94 per cent.; but when only a quarter-full the result was no less than 97.5 per cent., or, in other words, showed a loss in transmission of only 2½ per cent.

20 YEARS AGO. "The G. and M.A." 9/8/30.

AN example of the curious effects of mass-thinking is the almost universal assumption that, because August is the recognised holiday month of the year, attempting to do any serious business now is simply waste of time. The fact is that in all probability more money is spent by the public this month than in any other month. Certainly, as much motoring is done, and even though car sales may be slack, tyres, petrol, oil, sparking plugs and other staple products of the motor industry are being consumed, and chassis subjected to wear and tear, at an accelerated speed.

THE LONG TERM VIEW

The astute Trader may ask himself—"Which Tyre Manufacturer has done most to keep tyre sales in the hands of the Garages?"

The answer obviously is John Bull—for John Bull is the *only* make of tyre distributed *exclusively* through Garages. This policy has ensured fair play to thousands of Garages in the past, and has given them a worth-while sense of security.

Traders who wish to retain their tyre replacement business on a profitable basis are protecting their own future NOW by concentrating on John Bull, and making known to their customers this fine make of tyre.

JOHN BULL
'HEAVY TREAD'

DISTRIBUTED ONLY THROUGH BONA-FIDE GARAGES—YEAR IN, YEAR OUT!

JOHN BULL RUBBER COMPANY LIMITED LEICESTER MT6/50

Hamilton Motors (London) Limited
466-490 EDGWARE ROAD, W.2 · 169-171 HARROW ROAD, W.2
Telephone: PADDINGTON 0022 (12 lines)

HML

Well-known Bus Operators report

95,600 MILES FROM AN HML BEDFORD Cromard ENGINE

AND HERE'S A FURTHER EXTRACT FROM THE LETTER WE RECEIVED FROM ODIHAM MOTOR SERVICES LTD.:

"The other one which we still have running is approaching that mileage, but will obviously pass it."

★

No wonder they have decided to standardise on this type of HML engine.

You'll be better satisfied with HML Bedford Engine rebuilds — the finest precision job on the market. So why not switch over to HML now?

Exchange Prices from - - **£32 10**

THERE'S A MILEAGE FOR YOU—

and on bus route work, too, with constant stops and starts — the most arduous conditions for any engine. In more normal running conditions, this figure would be equal to 120,000 miles at least.

DRB

The MOTOR TRADE PARLIAMENT

Continued from page 1252

to put hands on at the moment confirm, that the motor vehicle application derives from "*garage*," a mooring (usually for canal barges), or shunting. The French are much more particular about admitting a word to official recognition than we are, and one doubts whether a corrupt origin would have gained dictionary status for garage as a storage place for cars. Thank Heaven for the beautiful adaptability of English that it has never bothered much about birth certificates, provided the words it needs ease its task of making itself clearly understood with the minimum expenditure of breath or ink.

WALTER BOYLE, F.I.M.I.

London, W.C.1.

[*Come along, Gentlemen! Any dyed-in-the-wool Anglo-Saxon equivalent of "garagist" to put forward? If so, please add the corresponding equivalent of "garage," because if one is an undesirable alien, the other must be, too.*—The Speaker.]

Computor Pumps

Sir,—Mr. Birch is undoubtedly right in all that he says about the advantages of computor pumps (August 5th issue), but I must say that he sounds a bit of a grizzler where his wife is concerned.

Why spoil her enjoyment of a little driving around in the car (a pleasure which has been denied to her for so many years) by ramming home the admittedly high cost of the jaunt?

Judging by his other remarks, I am sure that Mr. Birch applies the principle of co-operation in his own business. Doesn't he apply the same principle to his home life? All the successful business men that I know don't fight with their wives over money. They share their monetary troubles with them.

Am I a successful business man? Modesty forbids that I should say. So I sign myself

FEMINIST.

P.S.—My wife tells me that on the few occasions on which she has had to buy petrol, she has been greatly appreciative of the computor pump, which tells her exactly what she has to pay.

[*I thought something like this would happen, but I rather expected it to come from an hon. Lady Member. Why are they so silent on this occasion?*—The Speaker.]

Oil On The Floor

Sir,—I suppose that, human nature being what it is, we are all critical of the other fellow's garage, and indulge here and there in a measure of working out comparisons with our own premises and equipment. And I suppose that often we come across perhaps one little thing which is a black spot in an otherwise excellent establishment. That, I suggest, should make us look at home to find our own black spot, and remove it.

This little homily is prompted by an experience last week-end, when in holiday mood I motored with the family to the East Coast. An irritating noise under the near-side front of the car whenever a bump or

MEMORY TEST.—These two vehicles are of the same make, but whereas the first one is a car, the one behind is a bus. A clue to its identity is that it saw regular service between Clevedon and Portishead in 1901, when the picture was taken. Answer on page 1268 under "Rest of News."

The MOTOR TRADE PARLIAMENT

Continued from page 1253

rough road surface was encountered I had traced to a loose shock absorber, and pulled up at a garage to have it attended to.

Very efficient Sunday service was met with, and in a matter of seconds the car was on the lifter and a spanner was being put to work. In the few moments available I looked round the workshop and was pleasantly impressed; then as I turned back to the car I was almost physically impressed. I had stepped into a veritable pool of oil on the garage floor and only just saved myself from slipping to a sitting position in the middle of it.

That was the black spot. It was one that could have made a nasty mess of light summer clothing, or have led to a broken limb. Either could have resulted in a claim for damages against the garage, with a consequent loss of prestige and goodwill. But even without an accident, oil like that on the garage floor does not exactly enhance its beauty, nor its service facilities.

Back home I made certain that oil on the floor was not the black spot in my own garage. Other Members of this House might do worse than to make the same sort of check.

SENNOCKIAN.

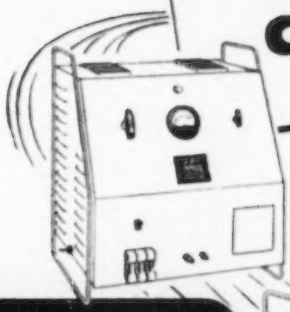
[*A good point, Mr. "Sennockian." Thank you. We have, of course, often drawn attention to the oil-on-the-garage-floor danger, and in our October 22nd issue of last year, it will no doubt be recalled, we quoted a case in the laundry trade as providing a lesson. In this case a laundry foreman slipped on some wet starch which was on the floor, fell over and fractured a wrist. He was subsequently awarded £510 damages, which amount might have been larger had the judge not held that he was "15 per cent. responsible for his own injury."* — THE SPEAKER.]

CHASSIS ROCKERS, No. 33. *By Betts*

"We find him a sensitive kind of chap—a little nervous, especially when he uses a soldering iron!"

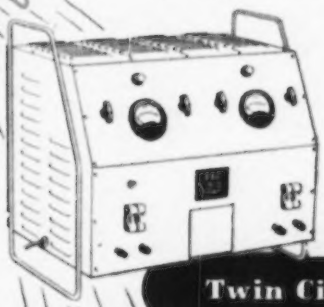
G.E.C.

BATTERY CHARGERS



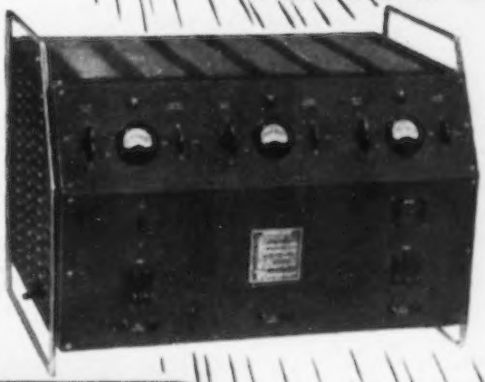
Cat. No. **V.2005**
D.C. Output 14 Volts at 5 Amps.
Cat. No. **V.2008**
D.C. Output 27 Volts at 8 Amps.
Cat. No. **V.2012**
D.C. Output 54 Volts at 8 Amps.
Cat. No. **V.2017**
D.C. Output 81 Volts at 20 Amps.

Single Circuit



Cat. No. **V.2020**
27 V. at 2 A. and 27 V. at 5 A.
Cat. No. **V.2024**
54 V. at 8 A. and 27 V. at 2 A.

Twin Circuit



Cat. No. **V.2032** 81 V. at 8 A., 54 V. at 5 A. and 54 V. at 2 A.

All models are of mild steel construction finished in blue enamel with chromium fittings. Imput voltage in each case is 100/120 or 200/250 volts 40/100 cycles.

Triple Circuit

THE GENERAL ELECTRIC CO. LTD., MAGNET HOUSE, KINGSWAY, LONDON, W.C.2

COMMERCIAL VEHICLE & TRACTOR BUSINESS

By "Transit"

How they operate

TO help the railways, the Post Office has raised the rates for parcels. That is common knowledge, but there is another small matter of which comparatively few people are aware. Suddenly and without warning, the canal between Reading and Newbury was closed by the responsible executive.

The excuse was that two of the locks are in need of attention. That makes the affair even more strongly reminiscent of the technique of the Russians when they tried to isolate Berlin from the West. So did the treatment meted out to the local M.P. when he first raised the matter in the House. He was told that no question could be put concerning the day-to-day working of a nationalised authority.

In the view of the Inland Waterways Association the canal is an open navigation and, as such, must, by law, be kept in usable condition by the controlling authority. On the other side it has been stated that the Transport Commission takes the view that no case exists for the commercial use of the canal. Inquiries show, however, that its facilities have lately been in increasing demand. That, it is thought, may have given the commission the impression that it was becoming a dangerous competitor with the railways.

On a later occasion in Parliament, the Transport Minister himself replied to questioners. All that he had to say was that he was waiting for a report on the matter from the Inland and Docks Executive.

Teething troubles

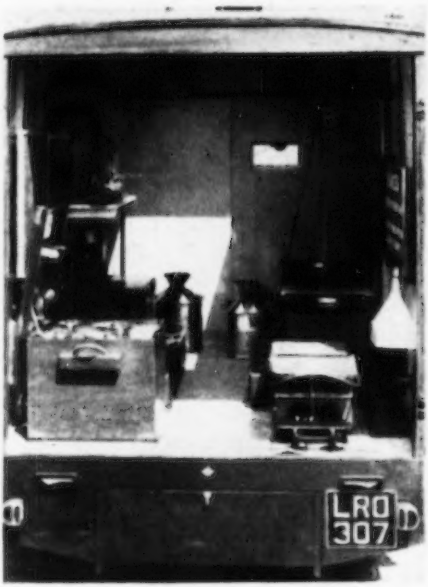
Customers may not always be right, but none of their complaints should ever be ignored completely. Lately, critics of British-made farm machinery have had more than the usual amount to say. Of that the industry should take notice.

The allegations are that some of the equipment now on the market is crude in design, and more so in finish. That there is an unnecessary multiplicity of nut and bolt sizes, mostly bastard, and that service on spares is sometimes sketchy. Generally, it has been said, the American product is better suited to its purpose, and more durable in use.

There is no suggestion that these criticisms apply to our tractors. They are clearly directed at some of the machinery and implement makers, whose number is now legion.

These users' opinions are also held in trade circles. The fact, of course, is that agricultural mechanisation is still in the pioneer stage, at any rate in some departments. So long as that position continues, equipment makers will still have lessons to learn, and no alarm need be felt over that fact.

What is essential, however, is that British manufacturers, particularly among the smaller and less-experienced concerns, should realise that their productions may always be capable of improvement.



FOR WEIGHTS AND MEASURES.—Shown here is the interior of a Harrow Bedford van, built by Commercial Motors, South Harrow, and supplied by Herts Motors (St. Albans), Ltd., to St. Albans City Weights and Measures Department. All the internal fittings were made by this company.

INCENTIVE

works like magic

★ WHAT is the invisible ingredient that lengthens the life of every Henley tyre? We at Henley's know it to be *Incentive*. We have proved it.

★★ We are very proud of our tyre-making plant—the most modern in Britain—but we realise that it might as well be scrap-iron without the keen co-operation of every worker. It takes human skill and care to make tyres that last longer. That is why, under the Henley Incentive Scheme, our workers today are paid for the *quality of their work and not the quantity*. The better it is, the more they earn.

MORE FOR YOUR MONEY

What you should look for is what every transport manager looks for—value related to performance and not to price. Thanks to the principle of 'better pay for better work' you can choose Henley Tyres with absolute confidence. You can rely on them not only for trouble-free service under the roughest running conditions, but longer service too. You pay no more—but you get more of what you want for your money. Check your tyre-mileage and see.

YOUR DEALER WILL BE PLEASED TO FIT

★★★ **HENLEY TYRES** **BUILT WITH INCENTIVE**

★ YOUR CUSTOMERS are reading advertisements like this in a long list of leading national and provincial newspapers, magazines and motoring journals.

★★ Each advertisement tells in clear, simple terms why, under the Henley Incentive Scheme, Henley workers are turning out better tyres than ever.

★★★ **Find out the full story.** Send for the booklet "Incentive in Action". You'll soon prove it a real help in clinching sales.

RECOMMEND

HENLEY TYRES

BUILT WITH INCENTIVE

HENLEY'S TYRE & RUBBER CO. LTD., DEPT. A3 MILTON COURT, DORKING, SURREY. *Works:* GRAVESEND, KENT

The MOTOR INDUSTRY'S NEWS

B.M.T.A. WIN COVENANT CASE IN SCOTLAND

LORD BLADES GRANTS INTERDICT AGAINST CAR DEALER

NOT A MEMBER

LORD BLADES has issued judgment allowing proof in the petition to the Court of Session, Edinburgh, by the British Motor Trade Association, Park Lane, London, for interdict against Allan Gray, motor car dealer, Gallowgate, Glasgow, with the object of preventing him from buying or facilitating the dealing with motor vehicles which he knows to be the subject of a deed of covenant.

(A report on the earlier proceedings in this case, when Lord Blades reserved judgment, was given in "The G. and M.A." of July 29th, page 1130.—Ed.)

The Association averred that the respondent, who is not a member of the Association, had since February, 1948, persistently engaged in the purchase and resale of motor vehicles, in respect of which covenants were in force, and **on numerous occasions had knowingly bought vehicles from a retail purchaser by whom a covenant had been executed before the expiry of the covenant obligation — namely, 12 months.**

"INFRINGEMENT OF RIGHTS"

Respondent, against whom interim interdict was pronounced on July 18th, pleaded that the petition was incompetent in respect that the interdict sought was lacking in precision and uncertain in its terms, and was, in any event, wider than was necessary for the protection of any legitimate interest or legal right of the petitioners.

In allowing parties a proof of their averments, Lord Blades said that, in his opinion, the petitioners had relevantly set forth actings on the part of the respondent **which constituted an infringement of their legal rights to the prejudice of their legitimate business interests.**

Furthermore, they averred that, in spite of warnings that his actings were an infringement of their rights, they had reason to believe that the respondent intended to continue acting in contravention of those rights and to the prejudice of their legitimate interests.

His Lordship would, therefore, repel the respondent's plea that the petitioners' averments were irrelevant.

EARLS COURT EXHIBITORS

Lists of exhibitors at the Commercial Motor Show at Earls Court from September 22nd to 30th and at the Motor Show from October 18th to 28th, also at Earls Court, have now been issued by the Society of Motor Manufacturers and Traders.

At the Commercial Motor Show there will be 443 stands in all made up of 41 exhibitors in the Commercial Vehicle Section, 69 in the Bodywork and Trailer Section, 243 in the Accessory and Component Section, 14 in the Tyre Section, and 54 in the Transport Service Equipment Section.

Other stands are: 10 in the Press Section, eight taken by the various associations and four information and service bureaux.

For the Motor Show, space has been allocated to a total of 522 exhibitors. There will be 54 stands in the Car Section, 17 in the Carriage Work Section, 273 in the Accessory and Component Section, 15 in the Tyre Section, 41 in the Motor Boat Section, 81 in the Transport Service Equipment Section, and 21 in the Caravan and Light Trailer Section.

The remainder is made up of eight Press Stands, eight taken by the associations and four service and information bureaux.

Col. Arthur Jerrett has been re-elected President of the Traders' Road Transport Association for the fourth year in succession. He has also been appointed Chairman of the National Council for the sixth successive year.

MOTOR INDUSTRY'S NEWS

BRITISH CARS 'DOWN UNDER'

AUSTRALIA TAKES 40% OF EXPORTS

Australia took 40 per cent. of British car exports in the three months ended March 31st last, according to figures quoted by the Sydney "Daily Telegraph."

British exports in this period, says the paper, totalled 100,886 cars worth £29,883,703. Australia took 40,628 of these cars, worth £12,387,051.

British exports of commercial vehicles for the same quarter totalled 33,710, worth £14,266,564. Australia took 39 per cent., or 13,219 vehicles worth £4,814,785.

During the first quarter of 1949, the paper recalls, British car exports totalled 57,589, of which Australia took 27 per cent., or 15,823 cars.

In the same period in 1949, Australia took 4,724 British commercial vehicles, or 20 per cent. of the total export of 23,349 vehicles.

SCOTTISH ISLANDS PETROL

Petrol in the Scottish islands has been costing 3s. 2½d. per gallon, but as the result of an agreement between the oil companies to alter their system of zone boundaries, motorists in Orkney, Shetland, Skye and Lewis will now pay a penny less. There is also a penny decrease on both grades of paraffin.

New prices have already been put into effect. **To avoid dealing with farthings the charge for one gallon of petrol will be 3s. 2d.**

Major Joseph Grimond, M.P. for Orkney and Shetland, was recently in communication with the oil companies with a view to getting cheaper petrol for his constituency.

I.M.I. SUMMER SCHOOL

COURSE OF LECTURES

Institute of the Motor Industry, Inc., have issued the syllabus and brief synopses of the courses to be given at the Institute's fourth annual Summer School, which is being held at St. Catharine's College, Cambridge, from August 26th to September 2nd.

The subjects of the lectures are the "Practice of Management," by **D. H. Bramley**, of Birmingham Central Technical College; "Cost Control in the Small Business," by **E. K. Gross, A.C.W.A.**; "Modern Developments in Motive Power," by **F. D. Robinson**, of Cambridge University; "Changing Pattern of Industrial Relations," by **W. Hagenbuch**, Cambridge University; and "An Outline of Law of Interest to the Motor Industry," by **E. A. M. Wood, B.M.T.A.**

An after-dinner lecture on "Modern Synthetic Adhesives," by **R. A. Johnson**, of Aero Research, Ltd., will be given on August 29th, and on August 31st an after-dinner talk on the "Distribution of the Motor Industry's Products" will be given by **Anthony Hall**, lately of the Ford Motor Co. Ltd.

NEXT YEAR'S B.I.F.

Board of Trade have arranged for next year's British Industries Fair to be held at Earls Court and Olympia, London, and at Castle Bromwich, Birmingham, from April 30th to May 11th.

Applications for space should be made to the Director, B.I.F., Board of Trade, Lacon House, Theobald's Road, London, W.C.1 (Tel., Chancery 4411), or to the General Manager, B.I.F., 95, New Street, Birmingham, 2 (Tel., Birmingham Midland 5021).

CARAVAN SERVICE. — Berkeley Coachwork, Ltd., are building a mobile service fleet for maintenance, modifications and service generally. This fleet consists of a heavy service unit of a fully-equipped mobile workshop in a 3-ton Dodge, a light service unit in a Standard Vanguard, and two light service and liaison vehicles, one being a Standard Estate car and the other a Vanguard saloon.

MOTOR INDUSTRY'S NEWS

ROOTES-TILLING AGREEMENT

AN EXPANSION POLICY

Details of the agreement which the directors of Tilling-Stevens, Ltd., of Maidstone, have reached with the Rootes Group have now been announced.

Under this the Tilling-Stevens ordinary stock will be converted into 5 per cent. cumulative preference shares, the dividend on which will be guaranteed for two years by Commer Cars, Ltd., whose obligation will in turn be guaranteed by Rootes Motors, Ltd.

In addition, Commer Cars will pay 1s. in cash for each Tilling-Stevens ordinary 1s. stock unit at present held, and will subscribe for one million unissued Tilling-Stevens 1s. ordinary shares at par.

The directors of Tilling-Stevens explain that the company are in a somewhat unfavourable position because they are small producers of high-grade vehicles, **and for future success it is obvious that a policy of expansion involving large financial commitments will be necessary.**

This will entail modernisation and provision of new plant so as to enable them to compete in the home and world markets. It is understood the Rootes Group intend to preserve the continuity of the Tilling-Stevens business.

The annual report and accounts of Tilling-Stevens, Ltd., show a loss of £31,027 for the year ended March 31st last, compared with a profit for 1948-9, before tax, of £57,352. Consequently no dividend is declared for this year, as against 7½ per cent. last year.

The directors attribute the fall in profit to a reduced turnover, coupled with rising costs. Output for the home market, they say, has been adversely affected by compulsory restrictions due to Government policy.

N.T.D.A. 1951 CONVENTION

The Grand Hotel, Eastbourne, is the venue chosen for the 1951 convention of the National Tyre Distributors' Association, which will mark the Association's 21st anniversary.

Dates fixed are May 2nd-4th, inclusive, which is a change from the previous practice of having four days for the convention. It is thought, however, that three days will be more convenient for most people.

WEST COUNTRY GOLF

M.A.A. MEETING AT BATH

There was a record entry for the golf meeting held by the Western Counties Division of the M.A.A. recently over the course of the Bath Golf Club at Sham Castle, Bath. The winners were:—

Em-ty Cup (handicaps 12 and under).—**C. W. Edwards** (Taunton), 66 nett, 1st. **W. D. S. Cavell** (Bristol), 68 nett 2nd.

Walter Welch Cup (handicaps 13 and over).—**C. Cruickshank** (Bristol), 73 nett, 1st. (on last 9 holes). **J. Hacker** (Swindon), 73 nett, 2nd.

Togo Marshalsea Cups (two-ball foursomes).—**R. S. T. Cole** (Downend) and **R. Dawes** (Bristol), 77½ nett, 1st (on last 9 holes). **F. C. Wills** (Bath) and **C. Stewart** (Bath), 77½ nett, 2nd.

The trophies were presented by President **Howard Godfrey**, of the M.A.A., who was introduced by the Western Counties Divisional Chairman, **A. C. Whitehorn**.

WAKEFIELD OILING CHARTS

C. C. Wakefield and Co. Ltd. have issued a catalogue containing the list of lubrication charts that are filed in the Wakefield Library.

The company point out that their library contains over a quarter of a million charts, covering 900 different models of car, commercial vehicle and farm tractor, and is kept constantly up to date by additions to the range.

In addition to providing a reminder to motorists of the necessity of regular lubrication, the charts should also prove of great assistance to greasing-bay operators.

Free copies of the charts can be obtained from the head office of the company at 46, Grosvenor Street, London, W.1, or through any Castrol representative.

FORD IN AUSTRALIA

The Ford Motor Co., of Australia, are soon to begin the fourth stage of their development programme, laid down when the company was launched 25 years ago.

At present nearly three-quarters of the Ford motors made in Australia are based on Australian parts. Under the new programme, this will be increased to 85 per cent. by 1952.—B.U.P.

MOTOR INDUSTRY'S NEWS

SELLING ACCESSORIES.—This picture shows part of the new accessory showroom and sales counter at Rootes, Ltd., Manchester.

EARLS COURT SHOWS

OPENING TIMES—ADMISSION PRICES

The Society of Motor Manufacturers and Traders announce that the Commercial Motor Transport Exhibition (Commercial Motor Show), which is being held at Earls Court, London, from September 22nd to 30th, will be open from 10 a.m. to 9 p.m. daily, except Sunday. Prices of admission will be 2s. 6d. up to 5 p.m. and 1s. after 5 p.m.

The times of opening for the International Motor Exhibition (Motor Show), to be held from October 18th to 28th, also at Earls Court, will be from 10 a.m. to 9 p.m. daily, except Sunday.

The price of admission on the opening day (October 18th) will be 10s. all day. On other weekdays, except Saturdays, it will be 5s. up to 5 p.m. and 2s. 6d. afterwards. On the Saturdays it will be 2s. 6d. all day.

LONG-SERVICE BROTHERS

Two brothers, who are representatives of the Vacuum Oil Co., Ltd., will have jointly completed 82 years' service with the company this month.

Harry Wells, well known to many motor dealers as a Mobiloil representative, particularly in the South London area, completes his 40 years' service with the company to-morrow (August 13th), and his brother, **F. Wells**, who represents the company in Lancashire, will complete his 42 years' service on August 31st.

DEARER CAR INSURANCE?

"RISE IN RATES INEVITABLE"

In reporting a loss once again in their motor account department at the annual meeting of the National Employers' Mutual General Insurance Association, Ltd., the Chairman, **Roland A. Kirkby**, gave a warning that it was inevitable that motor insurance rates would have to be increased.

There had been no abatement in the cost of repairs, he said, and there were many old cars on the roads to-day with a standard of roadworthiness which was in considerable doubt.

He added that the average cost of each claim reported in 1949 was more than double the comparative cost in 1939, but in spite of this the adjusted rates were very little greater than they were ten years ago.

Again, the welcome, and possibly overdue, withdrawal of petrol rationing, with a return to road traffic conditions such as had existed in 1939, presented insurers with a fresh set of problems.

:: :: **Test Players Used Singers.** — While playing at Nottingham in the recent Test Match, the West Indies cricketers made use of Singer SM.1500 saloons for their transport. The cars were provided by H. M. Woolley, of John S. Woolley, Ltd., of Nottingham, in co-operation with his firm's neighbouring distributors, Kay's (Derby), Ltd., and Walter E. Sturgess and Sons, Ltd., of Leicester.

MOTOR INDUSTRY'S NEWS

TRANSFER OF CARS ON H.P.

REGISTRATION BOOK ENTRY SUGGESTED AGAIN

Loss caused to innocent persons by the unauthorised selling of motor cars which are subsequently found to be subject to hire-purchase agreements could be lessened, according to Mr. Justice Hilbery, in the Divisional Court on July 18th, if an Act were passed making it obligatory for motor cars the subject of hire-purchase agreements to carry some prescribed external indication of that fact.

The effect, he said, would also be to render the passage of the vehicle from hand to hand much more difficult, and to facilitate prosecutions, since it would be a criminal offence for anyone to remove the indication from the vehicle while the hire-purchase agreement was still operative.

The "Solicitors' Journal" comments: "It is quite true, as Hilbery, J., said, that judges going on circuit are constantly being presented with cases of fraudulent conversion of motor cars the subject of such agreements. Where there is criminal intent, however, as there is in many cases, the existence of a removable external marking would no more deter the criminal than the number plates deter the car thief.

"Forgery of registration books is perhaps less common than the removal of number plates, and therefore the suggestion made from the High Court Bench not many years ago that the fact of the currency of a hire-purchase agreement should be entered into a registration book probably contains more promise of effective action than the suggestion of an external marking of the vehicle."

FORD FARM JOURNAL

First issue of a new journal in the agricultural field, produced by Ford Motor Co., has just been published. Entitled "Farm," it will appear bi-monthly.

For the time being it will be distributed in Great Britain through the company's dealer organisation, but, ultimately, it will be on sale at bookstalls at 6d. a copy.

The journal will contain articles on dairy farming, plant husbandry, fruit cultivation and horticulture, and almost any subject concerning agriculture, but the accent naturally is on tractors and farm mechanisation.

NEW GLASGOW PREMISES FOR S.M.T.

ONE-TIME AMUSEMENT HALL

At one time a circus and menagerie rendezvous, and more recently an amusement hall, premises in New City Road, Glasgow, have been taken over by S.M.T. Sales and Service, Ltd., as a service depot.

Although S.M.T. have depots all over Scotland, including three others in Glasgow, this is their largest single expansion. Floor space totals 55,000 sq. ft., and the equipment to be installed will bring the capital expenditure to over six figures.

All-night service will be available, and the company will incorporate all its service innovations such as the Safety Lane, Car Care Centre, and car collections and deliveries.

Director and General Manager C. Cambage declares that this will be "the finest car service station in Britain." It will open in a few weeks, but re-equipment will take several months.

REDUCED ROAD WORKS

Programme of road works for 1948-49 was cut down because of the need to restrict capital investment, and payments from the Road Fund for the maintenance, improvement, and construction of roads were about £22,300,000 in the year ended March 31st, 1949, against nearly £24,700,000 in 1947-48, says the Road Fund Report, 1948-49.

Of these amounts, payments for work on trunk roads were £7,916,000 in 1948-49, compared with £8,515,000 in 1947-48. Of the £7,916,000 spent on trunk roads, £6,240,788 were for maintenance and minor improvement works, including the re-surfacing of 512 miles of roads and the surface-dressing of 13,442,000 square yards. Only the worst sections of the busiest roads were resurfaced.

One of the several tables in the Report shows that the average cost of maintenance, repair, and minor improvement per mile of road increased from £152 in 1945-46 to £241 in 1947-48.

Major improvements were, in general, confined to important works needed to maintain essential communications or to remedy specially dangerous conditions, and those of direct assistance to production which increases exports or saves imports.

Mushrooms

Some people like 'em, others don't. It's the same with cars and Service Stations, but the Service Station which has the equipment to do the specialised job of motor maintenance quickly, efficiently and cheaply, is the one that commands the confidence of customers.

Churchill TOOLS

designed and produced for the job are officially approved by many of the leading motor manufacturers.

V. L. CHURCHILL & CO. LTD.

WALNUT TREE WALK, KENNINGTON, LONDON, S.E.11

MOTOR INDUSTRY'S NEWS

CHARLES LEIN FETED

BY TYRE REPAIR MATERIALS GROUP

In appreciation of his services to the T.M.C. Tyre Repairs Materials Conference Group from 1937 to 1949, **Charles Lein**, of the Goodyear Tyre and Rubber Co. (Gt. Britain), Ltd., was entertained by the Group to a luncheon at the Cafe Royal, London, recently.

Mr. Lein, having been entrusted with the sales activities in another branch of his company's business, has relinquished his duties in respect of the Goodyear retreading/repair material and accessory sales, and, in consequence, no longer represents his company on the Tyre Repairs Materials Conference Group. His former duties have been assigned to **M. J. Colson** as a division of the tyre department.

During the luncheon, Chairman **Frank R. Carr**, of the Conference Group, in presenting a silver salver inscribed with the signatures of each member of the Group to Mr. Lein, said how sorry members were that this particular link with Mr. Lein had been broken, and wished him every success in his new sphere of activity.

Assistant Managing Director **H. G. Campbell**, of the Benjamin Electric, Ltd., Brantwood Road, Tottenham, N.17, has been appointed Joint Managing Director of the company.

GARAGE TRADE FAILURES

FIGURES MOVING BACK TO PRE-WAR

Although the Board of Trade have not yet seen their way to revive the pre-war custom of publishing an annual return of bankruptcies in England and Wales, a special correspondent of the "Times" has compiled figures which show that the total bankruptcies is gradually moving back, after the interruption of the war, to the figures common before 1939.

Failures among garage proprietors and motor engineers came to 94 in 1935, he points out, and 63 in 1939. In 1946 the figure had fallen to 11, but for the last two years it has been 40.

RECORD TYRE EXPORT

Britain exported 300,000 more tyres during the first half of the year than in the first six months of 1949, which was then a record.

This year's total is 6,106,713, as against 5,770,225, and more than 3,000,000 of them were on the £101,268,475 worth of motor vehicles, aeroplanes, motor cycles and bicycles sold overseas during the period.

In addition, some 40,000 more tubes were exported than during the corresponding six months of 1949, a total of 1,890,277, worth £650,961.

STANDARD BEARERS. — The 1912 Standard shown above alongside the 1950 Vanguard, is the property of J. H. Dickson, Managing Director of County Motors (Carlisle) Ltd. Known as the Standard Rhyl, 2-seater, which sold originally for £195, this model is in perfect running order.

MOTOR INDUSTRY'S NEWS

WHAT WE CAN LEARN FROM U.S.

IDEAS FOR PRODUCTION

The Productivity Team from the Pressed Metal Industry, which visited the United States under the auspices of the Anglo-American Council on Productivity, has presented a unanimous report which gives reasons for the greater productivity of press plants in the United States and makes recommendations for increasing productivity in this country.

The branch of the industry represented by the team is mainly occupied with the supply of pressings of various kinds to the motor manufacturing industry. It makes complete all-steel motor car bodies and supplies large quantities of pressings and assemblies for c.v.s and p.s.v.s.

America's larger scale of production lends itself to a far greater degree of mechanical handling. In some instances, where tools are set up for long runs in large presses, fully mechanical hands are fitted to the presses, and the saving of labour is considerable.

The report describes and illustrates the operation of these mechanical hands and suggests that their use in British press plants will be very limited. But in America the lower rate production shops use semi-mechanical handling devices extensively.

Many devices for handling materials could be cheaply and advantageously introduced in British factories. Even in the smallest British plant, productivity could be greatly increased by the use of portable and adjustable conveyors, gravity chutes and hoppers. Hand-operated trucks could in almost every case be superseded with great advantage by power-driven trucks.

Copies of the report (price 2s. 6d.) can be obtained from the Anglo-American Council on Productivity, 21, Tothill Street, London, S.W.1.

EXIDE GIANT PICNIC

WORKS OUTING TO BLACKPOOL

Two specially-chartered trains carried nearly 3,000 Exide workers and their relatives from Manchester to Blackpool for the works picnic. Large parties from Exide depots and offices all over Great Britain further increased the size of the outing.

After being entertained to lunch by the directors at the Blackpool Winter Gardens, many spent the afternoon dancing.

PERSONAL ITEMS

Goodyear Tyre and Rubber Co. have appointed **Syd Davies** to succeed **Andrew Struthers** as District Manager (North) of the Southern Division of the company. Mr. Davies has been special giant tyre representative in the Southern Division. He joined Goodyear in 1928 as a counter salesman and was appointed general line salesman in 1931. **E. W. "Pete" Peters** has been appointed to succeed him.

S. Davies E. W. Peters

C. Hornby, Henley's Scottish manager, who is retiring after 37 years in the tyre industry, has been presented with a wireless set by the Tyre Trade Joint Committee of the Scottish Regional Register Panel. The presentation was made at a luncheon in St. Enoch's Hotel, Glasgow, by Director **William Sinclair**, Dunlop Rubber Co. (Scotland), Ltd. Sales Manager **F. H. Petrie**, of Henley's, proposed the toast of the Scottish Regional Panel, and **Arthur Beggs**, Scottish Manager, British Tyre and Rubber Co., Ltd., replied.

Arthur Hirst, F.I.M.I., of Hirst's Motors, Ltd., Golders Green, London, N.W.11, liked his Mediterranean cruise so much last year that he has set off on another one.

A. J. Romer has been invited to join the board of A.E.C., Ltd., and to become Managing Director. The appointment carries election also to the board of the parent company of the A.C.V. Group-Associated Commercial Vehicles, Ltd. Mr. Romer was apprenticed with Thornycroft, and later joined the Birmingham and Midland Omnibus Co. as assistant engineer. He became Eastern Coachworks, Ltd.'s works manager and of that company he has since become a director. He is also a director of Bristol Tramways and Carriage Co.

MOTOR INDUSTRY'S NEWS

"2½ PINTS PLEASE"

PUMP SERVICE FOR POWER CYCLES

Motoring correspondent Courtenay Edwards, of the "Daily Mail," who has been on a 190-mile tour on a Cyclemaster motorised bicycle, has put in a plea for the garage trade to help riders of cycle motors.

"They are going to be popular," he says, "and when their riders call at a garage for a quart of petrol they should not be made to feel they are accepting a favour."

Describing his journey he says: "On two of the three occasions I had to have my 2½-pint tank topped up I received perfect friendliness and civility. The third time—in Lauder, Berwickshire—I was treated curtly by the owner of a two-pump garage in the main street.

"I asked him if he had seen many cycle-motors. 'This is the first,' he said, 'and I don't mind if it's the last. Life's too short for this caper.'

"I think the man who served me at Langholm, Dumfriesshire, had the right idea when he said: 'Before long all garages will have to have special pumps for these.'"

G. H. Wait, of Clyde car fame, has hit the headlines again. He was present at the recent Veteran Car Rally at Kenilworth, and was described in the "Coventry Evening Telegraph" as "the most interesting motoring personality" there, under the heading "Mr. Wait (83) and his car (45) are A.1."

BENEVOLENT FUND BOWLS

SMALL AND PARKES TOURNEY

The annual Small and Parkes bowling tournament, open to all members of the Manchester Centre of the Benevolent Fund, took place at Hendham Vale on July 22nd.

Due to the inclement weather, the meeting had to be postponed after the visitors had been entertained to tea by Small and Parkes, Ltd.

The tournament was played off on the evenings of August 2nd and 3rd, when the Small and Parkes Cup was won by **J. Clark**, of the Greengate and Irwell Rubber Co., Ltd., who beat **S. Williamson**, also of the Greengate and Irwell Rubber Co., Ltd., in the final 21 points to 7.

G. Bowden Parkes presented the cup to the winner, together with a Parker fountain pen, and also presented the runner-up, Mr. Williamson, with a Ronson lighter.

CIRCLE OF 19th CENTURY MOTORISTS

Comdr. Montague Grahame-White has resigned the office of hon. Secretary of the Circle of 19th Century Motorists after holding that post during the past 23 years.

He is succeeded by **K. A. Wingate-Saul**, whose offer to fill the vacancy was formally accepted by **Lt.-Col. I. B. Browne, O.B.E.**, Chairman of the Committee, on April 14th last.

All correspondence should in future be addressed to Mr. Wingate-Saul, Rotherham House, 13, Grosvenor Crescent, S.W.1.

MOBILE SERVICE PIT. — Lubrication facilities for competitors in car and motorcycle races are being provided by this fully-equipped mobile service pit which has been constructed for the Castrol Co. Based on an Austin 25-cwt. ambulance chassis, the body was built by the Wimbledon Motor Works and the interior fittings are by Robson Engineers (London), Ltd.

It's here! THE WONDERFUL NEW CLEANING JELLY WHICH does every garage cleaning job

MORE QUICKLY, MORE EASILY, MORE EFFICIENTLY

To-day, with wages higher than ever before, time spent on garage cleaning tasks, washing down cars, etc., *must be kept to a minimum.* You owe it to yourself, therefore, to investigate SPREECE—the most amazing labour-saving cleanser yet produced by science. This wonderful new cleaning jelly dissolves grease and grime in a flash, enabling every cleaning job to be done thoroughly *in a fraction of the time.* SPREECE is economical to use—simply dissolve a little in warm water to make masses of rich, foaming lather—and is equally efficient in hard or soft water. Also, SPREECE contains no caustic or abrasive, therefore it cannot harm paintwork, fabrics or leatherwork, nor irritate the skin. *Send for a tin now.*

WASHING DOWN

Spreece's *rich foaming lather quickly dissolves all grime and grease, leaving the cellulose gleaming and spotless. It is ideal for cleaning the wheels.*

CLEANING INTERIORS

Use Spreece *for cleaning carpets and upholstery.* Spreece *dissolves all dirt and grease, restoring the original colours to fabrics.* Spreece *will not remove the natural oils in leather.*

FOR GREASY, DIRTY HANDS

Spreece *penetrates deep into the pores, searching out the grease and dirt. It leaves the skin clinically clean, quickly, without hard scrubbing.*

CHROMIUM AND GLASS

Cleaning chromium and glass is so much easier the Spreece *way! Because* Spreece *contains no caustic or abrasive, it's much safer, too!*

NETT WEIGHT 14-lbs. 30/- Per Tin Carriage Paid
SPECIAL QUOTATIONS FOR QUANTITY ORDERS

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Send a cheque or postal order, value £1.10.0, to:

THE SKIP COMPANY LTD., GOLDEN MILE WORKS, BRIDGEND, GLAMORGAN

(Contractors to the Ministry of Supply, Admiralty, Ministry of Works, Municipal Authorities, etc.)

MOTOR INDUSTRY'S NEWS

Show Dates

Sept. 22nd to 30th. — 15th International Commercial Motor Transport Exhibition (Commercial Motor Show), at Earls Court, London. Organisers, Society of Motor Manufacturers and Traders, 148, Piccadilly, London, W.1.

Oct. 1[illegible] to 28th. — 35th International Motor Exhibition (Motor Show), at Earls Court, London. Organisers, Society of Motor Manufacturers and Traders, 148, Piccadilly, London, W.1.

Dec. 4th to 8th.—Smithfield Show and Agricultural Machinery Exhibition at Earls Court, London. Organisers, The Smithfield Show Joint Committee, 148, Piccadilly, London, W.1.

MILD STEEL GAS WELDING

B.S. FOR FILLER RODS

British Standards Institution has recently published B.S.1453:1950—Steel filler rods for gas welding of mild steel. It covers rods for applications in which a minimum butt weld strength of 28 tons per sq. in. is required and supersedes a tentative specification produced as Appendix A to B.S.693:1940—Oxy-acetyline welding in mild steel. It does not cover steel rods for general welding purposes.

The rod is specified in terms of chemical composition and emphasis is laid on the ratio of the carbon to manganese. Other clauses deal with size and tolerance, conditions of supply, and provision is made for the issue of a certificate of compliance with the specification.

Copies of this standard may be obtained from the British Standards Institution, Sales Department, 24, Victoria Street, London, S.W.1., price 1s. post free.

HOTEL CLASSIFICATION

MOTORING CLUBS' NEW SCHEME

The Royal Automobile Club, the Automobile Association, and the Royal Scottish Automobile Club have decided to co-ordinate their arrangements for classifying and appointing hotels.

When the plan is completed, hotels will be issued with signs embodying the badges and colours of all three organisations. The classification of hotels by stars, from two to four in number, used by the A.A. for many years, will be retained.

REST OF THE NEWS

:: :: **Lighting-up Times (Greenwich): Saturday, August 12th, 9.30 p.m. Saturday, August 19th, 9.16 p.m.**

:: :: **Geneva Show.** — The 21st International Exhibition at Geneva is being held from 8th to 18th March next year. There will be up to 15 sections covering exhibits including cars and c.v.s, motor cycles and cycles, marine engines and boats, accessories, components, garage equipment, tyres, and so on.

:: :: **New Premises.** — New premises in Hull are being opened by Brown Brothers, Ltd., on Tuesday, September 5th.

:: :: **Vehicle Sale.**—Sale of vehicles is to be held at the Ministry of Supply Depot, Elstow, Kempston Hardwick, Bedford, from August 21st to 25th.

:: :: **Blandford Motor Racing.**—Southern Command Headquarters have announced that no further permission will be granted for motor car and motor cycle race meetings at Blandford Camp, Dorset.

:: :: **Pick-ups for Canada.**—Ford Motor Co. of Canada have ordered 308 standard Anthony pick-up bodies, mounted on Ford chassis, for distribution to Ford agents in the Dominion. Anthony pick-up bodies are made by Anthony Hoists, Ltd., Braintree Road, Ruislip, Middlesex. This order makes the 58th country to which these hoists have been exported since the war.

:: :: **Finishes Exhibition.** — Industrial Finishes Exhibition is being held at Earls Court, London, from August 30th to September 7th.

:: :: **Tractors for Greece.** — Henry Meadows, Ltd., Wolverhampton, have just secured, in conjunction with the Minneapolis-Moline Company of Minnesota, U.S.A., a £130,000 contract for supplying tractors to the Greek Government. Diesel engines and ancillary units will be supplied by Henry Meadows, Ltd., and the American company will supply transmissions, wheels, gearboxes and other parts. Assembly is to be in Greece under supervision of technicians from Wolverhampton and Minnesota.

:: :: **Memory Test.** — The two vehicles pictured on page 1253 are Stephens. The picture was taken in Portishead, Somerset, in 1901, and was lent to us by R. J. Stephens, son of the manufacturer.

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TORTUOUS TALKS on TRADE TOPICS

by "Jhansi"

Illustrated by "Betts"

"Don't be ashamed of intelligent chiselling"

By suggestion

THIS is an age of chiselling and cutting the frills off business. In some cases the long whatsits are cut down for panties with less lace showing. I wonder what I mean?

Well, the last hour has shown me two examples of business chiselling and defrilling. I walked in the G.P.O. They were strongly advising and coaxing me to buy stamps in books. This avoids a multiplicity of purchases and consequent counter service.

No objection is raised to the public, *at their own expense*, helping the G.P.O. simplify their task in this and devious other ways. This type of chiselling is done by suggestion. A variation is where people pay in order to have the privilege of amusing themselves.

The second example was a man reading a domestic electricity meter. The card was full. I asked who supplied the new one and when. The answer was that the local area nationalised service had abandoned them. The domestic consumer is given no record of the meter reading on the account. He can be given the figures (and provide his own card) should he be handy when the inspection is made.

By stealth

That is chiselling by stealth when services accepted as standard practice are quietly dropped. It was an example that got a tart answer, because in Birmingtry my house meter card differed from an account by £1's worth of electricity. The authority had to admit the error. Since then I take spot checks.

. . . Helping the G.P.O. simplify their task.

There is chiselling in small firms that comes quite naturally. Orders, for instance, are seldom acknowledged in letter form; by a card, perhaps, or by silence. And there we have an interesting and quite difficult problem: How to refrain from nibbling at today's very expensive postage stamps and yet maintain what I'll call old-fashioned courtesy? Postal charges these days are quite an item, to say nothing of the accompanying stationery.

Factory life soon shows things up. I've been in a customer's works when it snowed separate letters from my firm. The overlap was staggering, and I've even collected the evidence in detail and taken it back to our postal

New Profits for YOU

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AC Oil Filter Elements are now available in quantity. You'll be able to sell them in quantity too! Our consumer advertising is backing you up, and when you check a customer's oil you'll be more than half way to making a sale!

THESE ADVERTISEMENTS BOOST YOUR SALES!

More and more motorists are asking for AC Oil Filter Elements. Place your orders today!

AC

AC-SPHINX SPARK PLUG COMPANY, DIVISION OF GENERAL MOTORS LIMITED, DUNSTABLE, BEDFORDSHIRE

department. Very good attempts to control this wasteful overlap are made in many establishments. Where you have bulk mail for "regulars" daily this is easy, but where letters are sporadic you can soon spend more chasing yourself internally than you save.

Vanishing stamps

But stamps are like rags and soap, they go quickly if it is too easy to get them without thought. And if Daisy Doldrums is your post girl she never thinks till the letters have gone.

As you grow bigger the office fight is to get rid of paper-work because of the volume. So as soon as born it is cast out. By my elbow, on a transaction of under five shillings, is a clip of papers. My order and cheque were courteously acknowledged by letter separately, involving typing, letterhead, envelope and 2½d.

The parcel arrived with the postage charge directly covered on the invoice. The invoice, however, arrived in a separate envelope later, with 1d. stamp. Finally, later still, the printed receipt, with envelope and 1d. stamp. I'm well aware why this splitting up takes place, but the point is this: the smaller your organisation the less it should occur.

There's nothing to be ashamed of in intelligent chiselling in business. Quite the reverse, so have a look at your postal account if it's a sizable one. Consider overlap and modern *economical* stationery. A lot can be done in this direction. Leave chiselling by stealth to Government taxation, which has unrivalled experience behind it.

For the Garagist's Bookshelf

Unless otherwise stated, the Publishing Department of "The G. and M.A." will be pleased to obtain and forward any book mentioned in these reviews on receiving the stated price.

Gas Welder's Tables and Data. — This small pocket book contains a mass of practical information which has been specially arranged to provide a quick and easy reference for welding engineers and operators. The book is divided into six main sections, which deal with welding equipment, welding methods, oxygen cutting, rods and fluxes, hard surfacing and miscellaneous information, which includes an extensive set of general tables. Edited by E. Molloy, it is published by George Newnes, Ltd., at 5s. 3d. post free.

The Magic of a Name.—This is a much revised—and much larger—edition of Harold Nockolds' book on the history of the Rolls-Royce Co. It is a fascinating story, very well told, and is of interest to a far wider circle than those who sell, service or own cars of this make. The development of both the Rolls-Royce car and the Rolls-Royce aircraft engines are dealt with, and much new light is thrown on the firm's contribution to victory during the second world war. Illustrated with six paintings by Roy Nockolds, "The Magic of a Name" has 270 pages, and is published by G. T. Foulis and Co. at 25s. 9d. post free.

British Cars, 1950.—First published in 1949, this new edition contains photographs, data and current prices of every British car on the market, and should therefore prove useful for reference purposes. Published by P.C. Publications, 7, Newhall Street, Birmingham, 3, it is priced at 6s. 4d. post free.

Measham Register of Motor Index Letters and Numbers. — First published twelve months ago, a completely revised second edition of this very handy little book has now been issued. It contains a comprehensive record of motor vehicle registrations, with the index letters, numbers and relevant dates in a convenient tabular form, and each licensing authority's registrations grouped together. Published by the Measham Motor Sales Organisation, the Measham Register is priced at 7s. 9½d. post free.

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Motor Trade Commercial Report

COUNTY COURT JUDGMENTS

THE returns given below have been obtained from the Registry of County Court Judgments. **The Register does not differentiate between actions for damages and those for debts, or otherwise show in any case the nature of the dispute which may have made reference to the Court for its decision desirable.** Also, it is not known whether the judgments have been satisfied at this date of publication, but in many instances the amounts may have been settled between disputants and paid. **Further, the persons sued may have been acting for the defendants in representative capacities, and the claims may not have been against them personally; alternatively, the proceedings may have been personal matters unconnected with the businesses whose addresses have been used.**

B. F. Crosby, 1, Lambolle Place, Hampstead, N.W.3, garage propr. £15 7s. July 4.

Baker & Message, Ltd., r.o. Gardner St., Hurstmonceux, Sussex, motor engrs. £30 2s. 3d. June 1.

D. N. Brown, Waltham House Cottage, Waltham, Melton Mowbray, motor mech. £25. June 23.

Crescent Motors, 56, Mountgrove Rd., N.5, engrs. £28 16s. 5d. June 27.

Cross Cars, 834, Old Kent Rd., S.E.15. £12 7s. July 6.

A. Dell-Colli (t.a. Maxspeed of Mayfair), 137, Thornton Rd., Clapham Park, S.W., auto agent, £11 17s. 4d. June 21.

Edoo Motors, 77-79, York Rd., S.W.11, engrs. £12 18s. 5d. June 26.

A. Fearnley, Bridge Garage, Whitwood Mere, Castleford, garage propr. £19 5s. July 7.

W. Funnell, Junr., 57, South St., Lewes, Sussex, car dlr. £12 7s. 10d. July 8.

H. & H. Motors, 3, Drayton Lane, East Cosham, Portsmouth, garage proprs. £41 17s. 3d. June 30.

J. Hook, Rock Hill Camping Site, Wellsway, Keynsham, nr. Bristol, car dlr. £53 12s. 5d. June 19.

N. C. Hyde, The Caravan, Star Inn Fields, Roffey, Sussex, motor car dlr. £36 11s. 9d. June 22.

W. E. Lawes, 143, Ash Rd., Aldershot, garage propr. £29 19s. 5d. June 26.

G. Massingham, Briston, Melton Constable, Norfolk, garage propr. £11 14s. 8d. July 6.

Nortons Garage, Narberth, Pembroke, garage proprs. £25 12s. 10d. June 26.

F. W. Nunn, Westwood Garage, Normandy, Surrey, garage propr. £10 12s. July 6.

H. Perkins & Son, Pound Row, Warminster, garage proprs. £26 13s. 2d. June 16.

F. G. Robinson, 38, Elm Bank Gardens, Barnes, S.W.13, auto engrs. £11 12s. June 21.

L. A. Smallman (t.a. H. Taylor & Son), Poringland, Norwich, motor engrs. £34 6s. 4d. June 27.

L. A. Smallman, as above. £28 6s. 7d. June 27.

Southall Motors, 54a, North Rd., Southall, Middx. £10 3s. 2d. July 5.

W. L. Stanbury, 108, Springfield Rd., Chelmsford, motor engr. £105 1s. 6d. July 7.

Thompsons Garage, 31, Upper Tichbourne St., Leicester. £15 1s. 3d. May 10.

C. Valeriani, The Dell, 100, Church Rd., Upper Norwood, S.E.19, motor dlr. £186 3s. 5d. July 3.

Chas. Ward Motors, Ltd., r.o. Taybridge Rd., S.W.11, engrs. £11 9s. 4d. June 28.

V. Webb, Central Garage, Whitchurch, Bristol, garage propr. £34 17s. June 22.

RECEIVERSHIP (APPOINTMENT)

Henry Hood, Ltd.—F. J. Fish, C.A., of 90, Queen St., E.C.4, was appointed Receiver and Manager on June 15, 1950, under powers contained in two mortgage debentures dated Jan. 27, 1950.

BANKRUPTCY

Denis Harry Jaffe (t.a. **Portsea Hire Service**), 1, and 3, Portsea Mews, Paddington, London, W.2, garage propr.

First meeting of creditors of the above debtor was held on Aug. 3, at London Bankruptcy Bdgs., Carey St., W.C., when the Official Receiver reported that no statement of affairs had been filed. Debtor estimated that he owed £1,000 approx. to five creditors and had no assets. The case, being a summary one, was left in the hands of the Official Receiver as trustee.

NEW COMPANIES

Snapper-Foley, Ltd.—Private co., reg. July 27. Cap., £100. To carry on the business of motor body bldrs. and repairers, etc. Subscribers: L. H. Cohen, H. L. Moreton. Reg. office: 76, New Cavendish St., W.1.

A. H. Cook, Ltd.—Private co., reg. July 28. Cap., £1,000. To acquire the business of a motor dlr. and repairer carried on by A. H. Cook at Fenton, Staffs, as A. H. Cook. Directors: A. H. Cook, A. C. Cook. Reg. office: 417/9, High St. West, Fenton, Stoke-on-Trent.

Major & Barnes, Ltd.—Private co., reg. July 28. Cap., £7,000. To acquire the businesses of motor engrs. and garage proprs. carried on by (1) H. A. Major at Derby as Major & King, and (2) F. J. Barnes at North St., Littleover, Derbys, as John Barnes. Directors: H. A. Major, F. J. Barnes, Irene M. Barnes. Reg. office: 158/160, Burton Rd., Derby.

Crellin Duplex (Holding), Ltd.—Private co., reg. July 29. Cap., £100. To acquire and develop designs relating to the Crellin Duplex public service vehicle, etc. Directors: Sir T. Edelston, D. G. Hall, G. B. Winsor. Reg. office: 71, Lincoln's Inn Fields, W.C.2.

Crellin Duplex (Sales), Ltd.—Private co., reg. July 29. Cap., £100. To carry on the business of sellers of Crellin Duplex public service vehicles and dlrs. in transport vehicles, etc., other particulars similar to Crellin Duplex (Holding), Ltd.

Shannon Automobiles, Ltd.—Private co., reg. July 28. Cap., £100. Subscribers: R. H. Hammocks, W. H. Bennett, Shirley Williams. Reg. office: 12, Devonshire Row, Bishopsgate, E.C.2.

Lansdowne Motors (Bournemouth), Ltd.—Private co., reg. July 29. Cap., £100. To carry on the business of motor agents and auctioneers, etc. Subscribers: B. E. Dale, H. Smollan. Reg. office: 70, Finsbury Pavement, E.C.2.

B.M.T.A. Stop List

Following alterations have been made to the British Motor Trade Association Stop List during the week ended August 5th, 1950:—

ADDITIONS

E.G. Motors (E. Sweet), 37, Bishopsbridge Rd., Norwich, Norfolk.

York Motors (Bertram Walker), 979A, Stratford Rd., Hall Green, Birmingham. See also under **Bertram Walker.**

DELETION

Blackpool Motor Auctions, Ltd., 6 & 8, Gorton St., Blackpool.

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of buses and heavy Commercial Vehicles.

This towing pole makes possible the controlled towing of vehicles up to twelve tons laden. It provides positive attachment to both the towing and towed vehicles, and tube is 'set' to give a maximum range of towing eye heights.

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Automaticket, Ltd. 1269

B.E.N. Patents, Ltd. 1227
J. Blake and Co., Ltd. 1220
Brown Bros., Ltd. 1273
Burgess Products Co., Ltd. 1219
Henry Butcher and Co. 1277

Carmo (1929), Ltd. 1281
V. L. Churchill and Co., Ltd. 1263
Cleveland Petroleum Co., Ltd. 1237
Crompton Parkinson, Ltd. 1225

Dominion Rubber Co., Ltd. 1251
Dowson and Mason Gas Plant Co., Ltd. 1284
Dunlop Rubber Co., Ltd. 1233

Farnborough Engineering Co., Ltd. .. 1279
Ferodo, Ltd. 1217
Ford Motor Co., Ltd. 1228

Gandy, Ltd. 1275
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Goddard, Davison and Smith, Ltd. .. 1277
Gower and Lee 1282
S. Guiterman and Co., Ltd. 1226

Hall and Hall, Ltd. 1218
Hamilton Motors .... Supp. iv
Headquarter and General Supplies, Ltd. 1281
Henley's Tyre and Rubber Co., Ltd. .. 1257
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Home and Overseas Trading Co. (U.K.), Ltd. 1279
Homo, Ltd. 1278
Thomas F. Hunt, Ltd. 1282

India Tyre and Rubber Co., Ltd. Supp. ii

W. G. James, Ltd. 1283
Jeffs Stores (Mail Order), Ltd. 1223
John Bull Rubber Co., Ltd. .... Supp. iii

Key-Leather Co., Ltd. 1222
The Kelvin-Norton Electric Co., Ltd. 1221
Kingsbourne Products, Ltd. 1278

Lime St. Garage (Liverpool), Ltd. 1284
Liverpool and London and Globe Insurance Co., Ltd. 1218
Ronald Lyon and Co. 1224

Mann Egerton and Co., Ltd. 1275
"Metamet" 1284
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Notek, Ltd. 1226
Nuffield Organisation 1243

Rad-Reps, Ltd. 1281
Rapid Services, Ltd. 1278
Ripaults, Ltd. 1276
A. Robson and Sons 1284
Rootes Group 1235

St. Helens Cable and Rubber Co., Ltd. 1222
St. Luke's Garage 1283
S. Schrader's Son, Ltd. .... Supp. i
Silencers of Bolton, Ltd. 1220
Skefco Ball and Roller Bearing Co., Ltd. .... Cover ii
The Skip Co., Ltd. 1267
Slick Brands, Ltd. 1283
Speedwell Lubricants 1284
Gerald Stains, Ltd. 1284
Standard Valves, Ltd. 1280
Stevco, Ltd. 1219
Surridge's Patents, Ltd. 1218

Temple Fortune Garage 1279
J. Thorn and Sons, Ltd. 1223
Trico-Folberth, Ltd. 1283
Triumph Spares 1284

Watney Motor Accessories Co., Ltd. 1220
West London Repair Co., Ltd. 1283
Francis B. Willmott, Ltd. 1220
Wrigley Motors, Ltd. 1284

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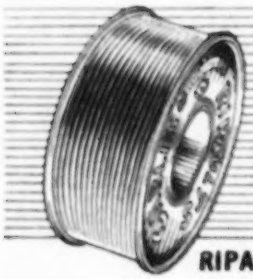

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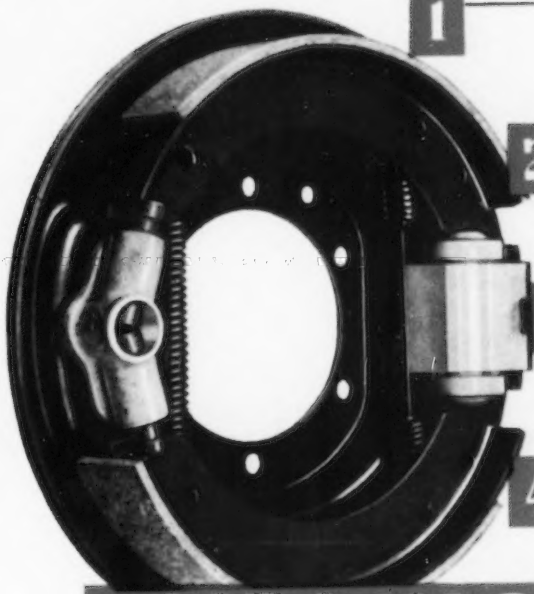

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